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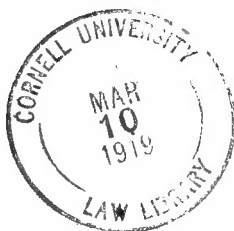
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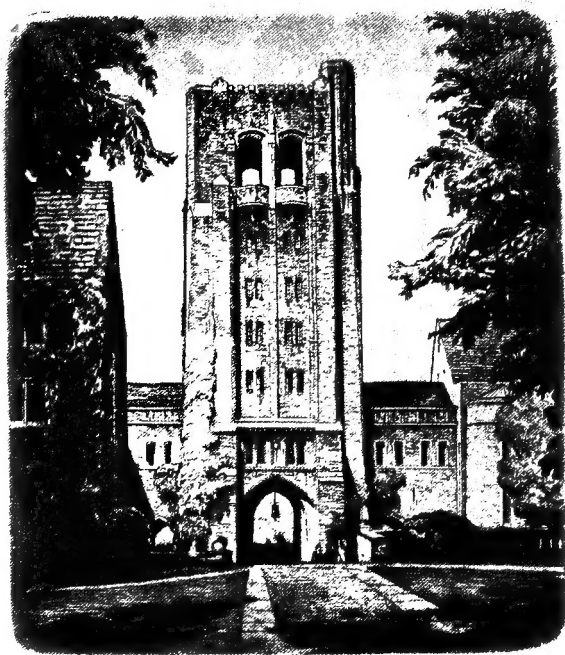
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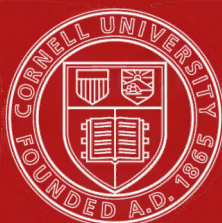
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GENERAL ORDERS, REGULATIONS AND RULINGS

OF THE

United States Fuel Administration

**Including the Acts of Congress, Executive
Orders, and Proclamations of the President
Pursuant to Which the United States Fuel
Administration was Created and is Acting**

AUGUST 10, 1917—DECEMBER 31, 1918

Compiled by the Legal Division of the Administration

H. A. GARFIELD

United States Fuel Administrator



**WASHINGTON
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1919**

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PREFACE.

This compilation is, as the title page indicates, strictly a legal publication. No attempt has been made to include in it any matter which is not of legal effect, although in some instances, especially in the chapters dealing with the organization of the Fuel Administration and with the distribution of coal, letters and circulars and some brief statements by the editors have been published with a view to explaining a particular situation or course of procedure adopted by the Administration where no formal order has been entered. Such explanatory matter has, however, been confined as far as possible to foot notes.

The publication contains the Food and Fuel Control Act, approved August 10, 1917, pursuant to which the Fuel Administration was created, the Federal Trade Commission Act, the Overman Act, all proclamations and executive orders issued by the President, and all formal orders, rules and regulations of general application issued by the United States Fuel Administrator from August 23, 1917, to and including October 31, 1918. It does not contain informal orders, directions, and authorizations or orders and regulations entered by State Fuel Administrators pursuant to authority except such as are of general application and are, in the opinion of the editors essential and more or less permanent in character.

The general method of arrangement of material under the chapter, title, and section headings is chronological, the effective date and not the date of entry of the particular order determining its location. Modifications and amendments of an order will usually be found immediately following the order amended or modified, although it has been necessary to vary this arrangement in cases where an amendment has reference to more than one order. It is suggested therefore that upon locating a particular order, a search be made through the entire section for possible amendments. This will not be laborious inasmuch as the material has been so subdivided that the great majority of the sections contain but few orders. A variation from this general arrangement should also be noted in the case of the mine prices of bituminous coal where a strict chronological arrangement of the orders dealing with each state, regardless of counties, districts, or operations within the state, has been followed. This will make easy the finding of any desired price order without elaborate subdivision or cross references. The attempt has been made to make chapter, title, and section headings sufficiently descriptive to be helpful in the finding of particular orders and yet comprehensive enough to permit the inclusion thereunder of subsequent orders without the addition of new sections.

There has been issued a very large number of interpretations of the orders. In most cases, however, these interpretations or rulings were issued in the form of letters or telegrams and had application only to a particular state of facts. It was decided, therefore, that to include them, aside from the labor of collecting and editing them, might be more confusing than helpful. The great majority of such interpretations has, on that account, been omitted and the annotations have been limited to rulings of a general character and of an official status, either issued over the signature of the United States Fuel Administrator, or by the members of the legal staff with the approval of the solicitor or the general solicitor. Numerous cross references have also been made.

The United States Fuel Administrator desires that this compilation may be of the greatest use not only to the members of the Fuel Administration, but to all those who have occasion to deal with the Administration. It can be so only if it is entirely accurate. Suggestions and criticisms will therefore be welcomed and any errors or omissions should be called to the attention of the editors in order that corrections may be made in supplements which it is proposed to publish from time to time.

WASHINGTON, D. C., *January 1, 1919.*

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CHAPTER I.

ORGANIZATION OF THE UNITED STATES FUEL ADMINISTRATION.

TITLE I.

PERTINENT ACTS OF CONGRESS.

Section 1.—Food and Fuel Control Act.

FOOD AND FUEL CONTROL ACT.

Public No. 41, 65th Congress.

(In effect, August 10, 1917.)

An Act To provide further for the National security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That by reason of the existence of a state of war, it is essential to the national security and defense, for the successful prosecution of the war, and for the support and maintenance of the Army and Navy, to assure an adequate supply and equitable distribution, and to facilitate the movement, of foods, feeds, fuel including fuel oil and natural gas, and fertilizer and fertilizer ingredients, tools, utensils, implements, machinery, and equipment required for the actual production of foods, feeds, and fuel, hereafter in this Act called necessities; to prevent, locally or generally, scarcity, monopolization, hoarding, injurious speculation, manipulations, and private controls, affecting such supply, distribution, and movement; and to establish and maintain governmental control of such necessities during the war. For such purposes the instrumentalities, means, methods, powers, authorities, duties, obligations, and prohibitions hereinafter set forth are created, established, conferred, and prescribed. The President is authorized to make such regulations and to issue such orders as are essential effectively to carry out the provisions of this Act.

SEC. 2. That in carrying out the purposes of this Act the President is authorized to enter into any voluntary arrangements or agreements, to create and use any agency or agencies, to accept the services of any person without compensation, to cooperate with any agency or person, to utilize any department or agency of the Government, and to coordinate their activities so as to avoid any preventable loss or duplication of effort or funds.

SEC. 3. That no person acting either as a voluntary or paid agent or employee of the United States in any capacity, including an advisory capacity, shall solicit, induce, or attempt to induce any person or officer authorized to execute or to direct the execution of contracts on behalf of the United States to make any contract or give any order for the furnishing to the United States of work, labor, or services, or of materials, supplies, or other property of any kind or character, if such agent or employee has any pecuniary interest in such contract or order, or if he or any firm of which he is a member, or corporation, joint-stock company, or association of which

he is an officer or stockholder, or in the pecuniary profits of which he is directly or indirectly interested, shall be a party thereto. Nor shall any agent or employee make, or permit any committee or other body of which he is a member to make, or participate in making, any recommendation concerning such contract or order to any council, board, or commission of the United States, or any member or subordinate thereof, without making to the best of his knowledge and belief a full and complete disclosure in writing to such council, board, commission, or subordinate of any and every pecuniary interest which he may have in such contract or order and of his interest in any firm, corporation, company, or association being a party thereto. Nor shall he participate in the awarding of such contract or giving such order. Any willful violation of any of the provisions of this section shall be punishable by a fine of not more than \$10,000, or by imprisonment of not more than five years, or both: *Provided*, That the provisions of this section shall not change, alter or repeal section forty-one of chapter three hundred and twenty-one, Thirty-fifth Statutes at Large.

SEC. 4. That it is hereby made unlawful for any person willfully to destroy any necessities for the purpose of enhancing the price or restricting the supply thereof; knowingly to commit waste or willfully to permit preventable deterioration of any necessities in or in connection with their production, manufacture, or distribution; to hoard, as defined in section six of this Act, any necessities; to monopolize or attempt to monopolize, either locally or generally, any necessities; to engage in any discriminatory and unfair, or any deceptive or wasteful practice or device, or to make any unjust or unreasonable rate or charge, in handling or dealing in or with any necessities; to conspire, combine, agree, or arrange with any other person, (a) to limit the facilities for transporting, producing, harvesting, manufacturing, supplying, storing, or dealing in any necessities; (b) to restrict the supply of any necessities; (c) to restrict distribution of any necessities; (d) to prevent, limit, or lessen the manufacture or production of any necessities in order to enhance the price thereof, or (e) to exact excessive prices for any necessities; or to aid or abet the doing of any act made unlawful by this section.

SEC. 5. That, from time to time, whenever the President shall find it essential to license the importation, manufacture, storage, mining, or distribution of any necessities, in order to carry into effect any of the purposes of this Act, and shall publicly so announce, no person shall, after a date fixed in the announcement, engage in or carry on any such business specified in the announcement of importation, manufacture, storage, mining, or distribution of any necessities as set forth in such announcement, unless he shall secure and hold a license issued pursuant to this section. The President is authorized to issue such licenses and to prescribe regulations for the issuance of licenses and requirements for systems of accounts and auditing of accounts to be kept by licensees, submission of reports by them, with or without oath or affirmation, and the entry and inspection by the President's duly authorized agents of the places of business of licensees. Whenever the President shall find that any storage charge, commission, profit, or practice, of any licensee is unjust, or unreasonable, or discriminatory and unfair, or wasteful, and shall order such licensee, within a reasonable time fixed in the order, to discontinue the same, unless such order, which shall recite the facts found, is revoked or suspended, such licensee shall, within the time prescribed in the order, discontinue such unjust, unreasonable, discriminatory and unfair storage charge, commission, profit, or practice. The President may, in lieu of any such unjust, unreasonable, discriminatory, and unfair storage charge, commission, profit, or practice, find what is a just, reasonable, nondiscriminatory and fair storage charge, commission, profit, or practice, and in any proceeding brought in any court such order of the President shall be prima facie evidence. Any person who, without a license issued pursuant to this section, or whose license shall have been revoked, knowingly engages in or carries on any business for which a license is required under this section, or willfully fails or refuses to discontinue any unjust, unreasonable, dis-

criminary and unfair storage charge, commission, profit, or practice, in accordance with the requirement of an order issued under this section, or any regulation prescribed under this section, shall, upon conviction thereof, be punished by a fine not exceeding \$5,000, or by imprisonment for not more than two years, or both: *Provided*, That this section shall not apply to any farmer, gardener, cooperative association of farmers or gardeners, including live-stock farmers, or other persons with respect to the products of any farm, garden, or other land owned, leased, or cultivated by him, nor to any retailer with respect to the retail business actually conducted by him, nor to any common carrier, nor shall anything in this section be construed to authorize the fixing or imposition of a duty or tax upon any article imported into or exported from the United States or any State, Territory, or the District of Columbia: *Provided further*, That for the purposes of this Act a retailer shall be deemed to be a person, copartnership, firm, corporation, or association not engaging in the wholesale business whose gross sales do not exceed \$100,000 per annum.

SEC. 6. That any person who willfully hoards any necessities shall upon conviction thereof be fined not exceeding \$5,000 or be imprisoned for not more than two years, or both. Necessaries shall be deemed to be hoarded within the meaning of this Act when either (a) held, contracted for, or arranged for by any person in a quantity in excess of his reasonable requirements for use or consumption by himself and dependents for a reasonable time; (b) held, contracted for, or arranged for by any manufacturer, wholesaler, retailer, or other dealer in a quantity in excess of the reasonable requirements of his business for use or sale by him for a reasonable time, or reasonably required to furnish necessities produced in surplus quantities seasonally throughout the period of scant or no production; or (c) withheld, whether by possession or under any contract or arrangement, from the market by any person for the purpose of unreasonably increasing or diminishing the price: *Provided*, That this section shall not include or relate to transactions on any exchange, board of trade, or similar institution or place of business as described in section thirteen of this Act that may be permitted by the President under the authority conferred upon him by said section thirteen: *Provided, however*, That any accumulating or withholding by any farmer or gardener, cooperative association of farmers or gardeners, including live-stock farmers, or any other person, of the products of any farm, garden, or other land owned, leased, or cultivated by him shall not be deemed to be hoarding within the meaning of this Act.

SEC. 7. That whenever any necessities shall be hoarded as defined in section six they shall be liable to be proceeded against in any district court of the United States within the district where the same are found and seized by a process of libel for condemnation, and if such necessities shall be adjudged to be hoarded they shall be disposed of by sale in such manner as to provide the most equitable distribution thereof as the court may direct, and the proceeds thereof, less the legal costs and charges, shall be paid to the party entitled thereto. The proceedings of such libel cases shall conform as near as may be to the proceedings in admiralty, except that either party may demand trial by jury of any issue of fact joined in any such case, and all such proceedings shall be at the suit of and in the name of the United States. It shall be the duty of the United States attorney for the proper district to institute and prosecute any such action upon presentation to him of satisfactory evidence to sustain the same.

SEC. 8. That any person who willfully destroys any necessities for the purpose of enhancing the price or restricting the supply thereof shall, upon conviction thereof, be fined not exceeding \$5,000 or imprisoned for not more than two years, or both.

SEC. 9. That any person who conspires, combines, agrees, or arranges with any other person (a) to limit the facilities for transporting, producing, manufacturing, supplying, storing, or dealing in any necessities; (b) to restrict the supply of any necessities; (c) to restrict the distribution of any necessities; (d) to prevent, limit, or lessen the manufacture or production of any necessities in order to enhance the price thereof

shall, upon conviction thereof, be fined not exceeding \$10,000 or be imprisoned for not more than two years, or both.

SEC. 10. That the President is authorized, from time to time, to requisition foods, feeds, fuels, and other supplies necessary to the support of the Army or the maintenance of the Navy, or any other public use connected with the common defense, and to requisition, or otherwise provide, storage facilities for such supplies; and he shall ascertain and pay a just compensation therefor. If the compensation so determined be not satisfactory to the person entitled to receive the same, such person shall be paid seventy-five per centum of the amount so determined by the President, and shall be entitled to sue the United States to recover such further sum as, added to said seventy-five per centum as will make up such amount as will be just compensation for such necessities or storage space, and jurisdiction is hereby conferred on the United States District Courts to hear and determine all such controversies: *Provided*, That nothing in this section or in the section that follows, shall be construed to require any natural person to furnish to the Government any necessities held by him and reasonably required for consumption or use by himself and dependents, nor shall any person, firm, corporation, or association be required to furnish to the Government any seed necessary for the seeding of land owned, leased, or cultivated by them.

SEC. 11. That the President is authorized from time to time to purchase, to store, to provide storage facilities for, and to sell for cash at reasonable prices, wheat, flour, meal, beans, and potatoes: *Provided*, That if any minimum price shall have been theretofore fixed, pursuant to the provisions of section fourteen of this Act, then the price paid for any such articles so purchased shall not be less than such minimum price. Any moneys received by the United States from or in connection with the disposal by the United States of necessities under this section may, in the discretion of the President, be used as a revolving fund for further carrying out the purposes of this section. Any balance of such moneys not used as part of such revolving fund shall be covered into the Treasury as miscellaneous receipts.

SEC. 12. That whenever the President shall find it necessary to secure an adequate supply of necessities for the support of the Army or the maintenance of the Navy, or for any other public use connected with the common defense, he is authorized to requisition and take over, for use or operation by the Government, any factory, packing house, oil pipe line, mine, or other plant, or any part thereof, in or through which any necessities are or may be manufactured, produced, prepared, or mined, and to operate the same. Whenever the President shall determine that the further use or operation by the Government of any such factory, mine, or plant, or part thereof, is not essential for the national security or defense, the same shall be restored to the person entitled to the possession thereof. The United States shall make just compensation, to be determined by the President, for the taking over, use, occupation, and operation by the Government of any such factory, mine, or plant, or part thereof. If the compensation so determined be unsatisfactory to the person entitled to receive the same, such person shall be paid seventy-five per centum of the amount so determined by the President, and shall be entitled to sue the United States to recover such further sum as, added to said seventy-five per centum, will make up such amount as will be just compensation, in the manner provided by section twenty-four, paragraph twenty, and section one hundred and forty-five of the Judicial Code. The President is authorized to prescribe such regulations as he may deem essential for carrying out the purposes of this section, including the operation of any such factory, mine, or plant, or part thereof, the purchase, sale, or other disposition of articles used, manufactured, produced, prepared, or mined therein, and the employment, control, and compensation of employees. Any moneys received by the United States from or in connection with the use or operation of any such factory, mine, or plant, or part thereof, may, in the discretion of the President, be used as a revolving fund for the purpose of the continued use or operation of any such factory, mine, or plant, or part

thereof, and the accounts of each such factory, mine, plant, or part thereof, shall be kept separate and distinct. Any balance of such moneys not used as part of such revolving fund shall be paid into the Treasury as miscellaneous receipts.

SEC. 13. That whenever the President finds it essential in order to prevent undue enhancement, depression, or fluctuation of prices of, or in order to prevent injurious speculation in, or in order to prevent unjust market manipulation or unfair and misleading market quotations of the prices of necessities, hereafter in this section called evil practices, he is authorized to prescribe such regulations governing, or may either wholly or partly prohibit, operations, practices, and transactions at, on, in, or under the rules of any exchange, board of trade, or similar institution or place of business as he may find essential in order to prevent, correct, or remove such evil practices. Such regulations may require all persons coming within their provisions to keep such records and statements of account, and may require such persons to make such returns, verified under oath or otherwise, as will fully and correctly disclose all transactions at, in, or on, or under the rules of any such exchange, board of trade, or similar institution or place of business, including the making, execution, settlement, and fulfillment thereof. He may also require all persons acting in the capacity of a clearing house, clearing association, or similar institution, for the purpose of clearing, settling, or adjusting transactions at, in, or on, or under the rules of any such exchange, board of trade, or similar institution or place of business, to keep such records and to make such returns as will fully and correctly disclose all facts in their possession relating to such transactions, and he may appoint agents to conduct the investigations necessary to enforce the provisions of this section and all rules and regulations made by him in pursuance thereof, and may fix and pay the compensation of such agents. Any person who willfully violates any regulation made pursuant to this section, or who knowingly engages in any operation, practice, or transaction prohibited pursuant to this section, or who willfully aids or abets any such violation or any such prohibited operation, practice, or transaction, shall, upon conviction thereof, be punished by a fine not exceeding \$10,000 or by imprisonment for not more than four years, or both.

SEC. 14. That whenever the President shall find that an emergency exists requiring stimulation of the production of wheat and that it is essential that the producers of wheat, produced within the United States, shall have the benefits of the guaranty provided for in this section, he is authorized, from time to time, seasonably and as far in advance of seeding time as practicable, to determine and fix and to give public notice of what, under specified conditions, is a reasonable guaranteed price for wheat, in order to assure such producers a reasonable profit. The President shall thereupon fix such guaranteed price for each of the official grain standards for wheat as established under the United States grain standards Act, approved August eleventh, nineteen hundred and sixteen. The President shall from time to time establish and promulgate such regulations as he shall deem wise in connection with such guaranteed prices, and in particular governing conditions of delivery and payment, and differences in price for the several standard grades in the principal primary markets of the United States, adopting number one northern spring or its equivalent at the principal interior primary markets as the basis. Thereupon, the Government of the United States hereby guarantees every producer of wheat produced within the United States, that, upon compliance by him with the regulations prescribed, he shall receive for any wheat produced in reliance upon this guarantee within the period, not exceeding eighteen months, prescribed in the notice, a price not less than the guaranteed price therefor as fixed pursuant to this section. In such regulations the President shall prescribe the terms and conditions upon which any such producer shall be entitled to the benefits of such guaranty. The guaranteed prices for the several standard grades of wheat for the crop of nineteen hundred and eighteen, shall be based upon number one northern spring or its equivalent at not less than \$2 per bushel at the principal interior primary markets. This guaranty shall not be dependent upon the

action of the President under the first part of this section, but is hereby made absolute and shall be binding until May first, nineteen hundred and nineteen. When the President finds that the importation into the United States of any wheat produced outside of the United States materially enhances or is likely materially to enhance the liabilities of the United States under guaranties of prices therefor made pursuant to this section, and ascertains what rate of duty, added to the then existing rate of duty on wheat and to the value of wheat at the time of importation, would be sufficient to bring the price thereof at which imported up to the price fixed therefor pursuant to the foregoing provisions of this section, he shall proclaim such facts, and thereafter there shall be levied, collected, and paid upon wheat when imported in addition to the then existing rate of duty, the rate of duty so ascertained; but in no case shall any such rate of duty be fixed at an amount which will effect a reduction of the rate of duty upon wheat under any then existing tariff law of the United States. For the purpose of making any guaranteed price effective under this section, or whenever he deems it essential in order to protect the Government of the United States against material enhancement of its liabilities arising out of any guaranty under this section the President is authorized also, in his discretion, to purchase any wheat for which a guaranteed price shall be fixed under this section, and to hold, transport, or store it, or to sell, dispose of, and deliver the same to any citizen of the United States or to any Government engaged in war with any country with which the Government of the United States is or may be at war or to use the same as supplies for any department or agency of the Government of the United States. Any moneys received by the United States from or in connection with the sale or disposal of wheat under this section may, in the discretion of the President, be used as a revolving fund for further carrying out the purposes of this section. Any balance of such moneys not used as part of such revolving fund shall be covered into the Treasury as miscellaneous receipts.

SEC. 15. That from and after thirty days from the date of the approval of this Act no foods, fruits, food materials, or feeds shall be used in the production of distilled spirits for beverage purposes: *Provided*, That under such rules, regulations, and bonds as the President may prescribe, such materials may be used in the production of distilled spirits exclusively for other than beverage purposes, or for the fortification of pure sweet wines as defined by the Act entitled "An Act to increase the revenue, and for other purposes," approved September eighth, nineteen hundred and sixteen. Nor shall there be imported into the United States any distilled spirits. Whenever the President shall find that limitation, regulation, or prohibition of the use of foods, fruits, food materials, or feeds in the production of malt or vinous liquors for beverage purposes, or that reduction of the alcoholic content of any such malt or vinous liquor, is essential, in order to assure an adequate and continuous supply of food, or that the national security and defense will be subserved thereby, he is authorized, from time to time, to prescribe and give public notice of the extent of the limitation, regulation, prohibition, or reduction so necessitated. Whenever such notice shall have been given and shall remain unrevoked no person shall, after a reasonable time prescribed in such notice, use any foods, fruits, food materials, or feeds in the production of malt or vinous liquors, or import any such liquors except under license issued by the President and in compliance with rules and regulations determined by him governing the production and importation of such liquors and the alcoholic content thereof. Any person who willfully violates the provisions of this section, or who shall use any foods, fruits, food materials, or feeds in the production of malt or vinous liquors, or who shall import any such liquors, without first obtaining a license so to do when a license is required under this section, or who shall violate any rule or regulation made under this section, shall be punished by a fine not exceeding \$5,000, or by imprisonment for not more than two years, or both: *Provided further*, That nothing in this section shall be construed to authorize the licensing of the manufacture

of vinous or malt liquors in any State, Territory, or the District of Columbia, or any civil subdivision thereof, where the manufacture of such vinous or malt liquor is prohibited.

SEC. 16. That the President is authorized and directed to commandeer any or all distilled spirits in bond or in stock at the date of the approval of this Act for redistillation, in so far as such redistillation may be necessary to meet the requirements of the Government in the manufacture of munitions and other military and hospital supplies, or in so far as such redistillation would dispense with the necessity of utilizing products and materials suitable for foods and feeds in the future manufacture of distilled spirits for the purposes herein enumerated. The President shall determine and pay a just compensation for the distilled spirits so commandeered; and if the compensation so determined be not satisfactory to the person entitled to receive the same, such person shall be paid seventy-five per centum of the amount so determined by the President and shall be entitled to sue the United States to recover such further sum as, added to said seventy-five per centum, will make up such amount as will be just compensation for such spirits, in the manner provided by section twenty-four, paragraph twenty, and section one hundred and forty-five of the Judicial Code.

SEC. 17. That every person who willfully assaults, resists, impedes, or interferes with any officer, employee, or agent of the United States in the execution of any duty authorized to be performed by or pursuant to this Act shall upon conviction thereof be fined not exceeding \$1,000 or be imprisoned for not more than one year, or both.

SEC. 18. That the sum of \$2,500,000 is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, to be available until June thirtieth, nineteen hundred and eighteen, for the payment of such rent, the expense, including postage of such printing and publications, the purchase of such material and equipment, and the employment of such persons and means, in the city of Washington and elsewhere, as the President may deem essential.

SEC. 19. That for the purposes of this Act the sum of \$150,000,000 is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, to be available during the time this Act is in effect: *Provided*, That no part of this appropriation shall be expended for the purposes described in the preceding section: *Provided further*, That itemized statements covering all purchases and disbursements under this and the preceding section shall be filed with the Secretary of the Senate and the Clerk of the House of Representatives on or before the twenty-fifth day of each month after the taking effect of this Act, covering the business of the preceding month, and said statements shall be subject to public inspection.

SEC. 20. That the employment of any person under the provisions of this Act shall not exempt any such person from military service under the provisions of the selective draft law approved May eighteenth, nineteen hundred and seventeen.

SEC. 21. The President shall cause a detailed report to be made to the Congress on the first day of January each year of all proceedings had under this Act during the year preceding. Such report shall, in addition to other matters, contain an account of all persons appointed or employed, the salary or compensation paid or allowed each, the aggregate amount of the different kinds of property purchased or requisitioned, the use and disposition made of such property, and a statement of all receipts, payments, and expenditures, together with a statement showing the general character, and estimated value of all property then on hand, and the aggregate amount and character of all claims against the United States growing out of this Act.

SEC. 22. That if any clause, sentence, paragraph, or part of this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair, or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, or part thereof, directly involved in the controversy in which such judgment shall have been rendered.

SEC. 23. That words used in this Act shall be construed to import the plural or the singular, as the case demands. The word "person," wherever used in this Act, shall include individuals, partnerships, associations, and corporations. When construing and enforcing the provisions of this Act, the act, omission, or failure of any official, agent, or other person acting for or employed by any partnership, association, or corporation within the scope of his employment or office shall, in every case, also be deemed the act, omission, or failure of such partnership, association, or corporation as well as that of the person.

SEC. 24. That the provisions of this Act shall cease to be in effect when the existing state of war between the United States and Germany shall have terminated, and the fact and date of such termination shall be ascertained and proclaimed by the President; but the termination of this Act shall not affect any act done, or any right or obligation accruing or accrued, or any suit or proceeding had or commenced in any civil case before the said termination pursuant to this Act; but all rights and liabilities under this Act arising before its termination shall continue and may be enforced in the same manner as if the Act had not terminated. Any offense committed and all penalties, forfeitures, or liabilities incurred prior to such termination may be prosecuted or punished in the same manner and with the same effect as if this Act had not been terminated.

SEC. 25. That the President of the United States shall be, and he is hereby, authorized and empowered, whenever and wherever in his judgment necessary for the efficient prosecution of the war, to fix the price of coal and coke, wherever and whenever sold, either by producer or dealer, to establish rules for the regulation of and to regulate the method of production, sale, shipment, distribution, apportionment, or storage thereof among dealers and consumers, domestic or foreign; said authority and power may be exercised by him in each case through the agency of the Federal Trade Commission during the war or for such part of said time as in his judgment many be necessary.

That if, in the opinion of the President, any such producer or dealer fails or neglects to conform to such prices or regulations, or to conduct his business efficiently under the regulations and control of the President as aforesaid, or conducts it in a manner prejudicial to the public interest, then the President is hereby authorized and empowered in every such case to requisition and take over the plant, business, and all appurtenances thereof belonging to such producer or dealer as a going concern, and to operate or cause the same to be operated in such manner and through such agency as he may direct during the period of the war or for such part of said time as in his judgment may be necessary.

That any producer or dealer whose plant, business, and appurtenances shall have been requisitioned or taken over by the President shall be paid a just compensation for the use thereof during the period that the same may be requisitioned or taken over as aforesaid, which compensation the President shall fix or cause to be fixed by the Federal Trade Commission.

That if the prices so fixed, or if, in the case of the taking over or requisitioning of the mines or business of any such producer or dealer the compensation therefor as determined by the provisions of this Act be not satisfactory to the person or persons entitled to receive the same, such person shall be paid seventy-five per centum of the amount so determined, and shall be entitled to sue the United States to recover such further sum as, added to said seventy-five per centum, will make up such amount as will be just compensation in the manner provided by section twenty-four, paragraph twenty, and section one hundred and forty-five of the Judicial Code.

While operating or causing to be operated any such plants or business, the President is authorized to prescribe such regulations as he may deem essential for the employment, control, and compensation of the employees necessary to conduct the same.

Or if the President of the United States shall be of the opinion that he can thereby better provide for the common defense, and whenever, in his judgment, it shall be necessary for the efficient prosecution of the war, then he is hereby authorized and empowered to require any or all producers of coal and coke, either in any special area or in any special coal fields, or in the entire United States, to sell their products only to the United States through an agency to be designated by the President, such agency to regulate the resale of such coal and coke, and the prices thereof, and to establish rules for the regulation of and to regulate the methods of production, shipment, distribution, apportionment, or storage thereof among dealers and consumers, domestic or foreign, and to make payment of the purchase price thereof to the producers thereof, or to the person or persons legally entitled to said payment.

That within fifteen days after notice from the agency so designated to any producer of coal and coke that his, or its, output is to be so purchased by the United States as hereinbefore described, such producer shall cease shipments of said product upon his own account and shall transmit to such agency all orders received and unfilled or partially unfilled, showing the exact extent to which shipments have been made thereon, and thereafter all shipments shall be made only on authority of the agency designated by the President, and thereafter no such producer shall sell any of said products except to the United States through such agency, and the said agency alone is hereby authorized and empowered to purchase during the continuance of the requirement the output of such producers.

That the prices to be paid for such products so purchased shall be based upon a fair and just profit over and above the cost of production, including proper maintenance and depletion charges, the reasonableness of such profits and cost of production to be determined by the Federal Trade Commission, and if the prices fixed by the said commission of any such product purchased by the United States as hereinbefore described be unsatisfactory to the person or persons entitled to the same, such person or persons shall be paid seventy-five per centum of the amount so determined, and shall be entitled to sue the United States to recover such further sum as, added to said seventy-five per centum, will make up such amount as will be just compensation in the manner provided by section twenty-four, paragraph twenty, and section one hundred and forty-five of the Judicial Code.

All such products so sold to the United States shall be sold by the United States at such uniform prices, quality considered, as may be practicable and as may be determined by said agency to be just and fair.

Any moneys received by the United States for the sale of any such coal and coke may, in the discretion of the President, be used as a revolving fund for further carrying out the purposes of this section. Any moneys not so used shall be covered into the Treasury as miscellaneous receipts.

That when directed by the President, the Federal Trade Commission is hereby required to proceed to make full inquiry, giving such notice as it may deem practicable, into the cost of producing under reasonably efficient management at the various places of production the following commodities, to wit, coal and coke.

The books, correspondence, records, and papers in any way referring to transactions of any kind relating to the mining, production, sale, or distribution of all mine operators or other persons whose coal and coke have or may become subject to this section, and the books, correspondence, records, and papers of any person applying for the purchase of coal and coke from the United States shall at all times be subject to inspection by the said agency, and such person or persons shall promptly furnish said agency any data or information relating to the business of such person or persons which said agency may call for, and said agency is hereby authorized to procure the information in reference to the business of such coal-mine operators and producers of coke and

customers therefor in the manner provided for in sections six and nine of the Act of Congress approved September twenty-sixth, nineteen hundred and fourteen, entitled "An Act to create a Federal Trade Commission, to define its powers and duties, and for other purposes," and said agency is hereby authorized and empowered to exercise all the powers granted to the Federal Trade Commission by said Act for the carrying out of the purposes of this section.

Having completed its inquiry respecting any commodity in any locality, it shall, if the President has decided to fix the prices at which any such commodity shall be sold by producers and dealers generally, fix and publish maximum prices for both producers of and dealers in any such commodity, which maximum prices shall be observed by all producers and dealers until further action thereon is taken by the commission.

In fixing maximum prices for producers the commission shall allow the cost of production, including the expense of operation, maintenance, depreciation, and depletion, and shall add thereto a just and reasonable profit.

In fixing such prices for dealers, the commission shall allow the cost to the dealer and shall add thereto a just and reasonable sum for his profit in the transaction.

The maximum prices so fixed and published shall not be construed as invalidating any contract in which prices are fixed, made in good faith, prior to the establishment and publication of maximum prices by the commission.

Whoever shall, with knowledge that the prices of any such commodity have been fixed as herein provided, ask, demand, or receive a higher price, or whoever shall, with knowledge that the regulations have been prescribed as herein provided, violate or refuse to conform to any of the same, shall, upon conviction, be punished by fine of not more than \$5,000, or by imprisonment for not more than two years, or both. Each independent transaction shall constitute a separate offense.

Nothing in this section shall be construed as restricting or modifying in any manner the right the Government of the United States may have in its own behalf or in behalf of any other Government at war with Germany to purchase, requisition, or take over any such commodities for the equipment, maintenance, or support of armed forces at any price or upon any terms that may be agreed upon or otherwise lawfully determined.

SEC. 26. That any person carrying on or employed in commerce among the several States, or with foreign nations, or with or in the Territories or other possessions of the United States in any article suitable for human food, fuel, or other necessities of life, who, either in his individual capacity or as an officer, agent, or employee of a corporation or member of a partnership carrying on or employed in such trade, shall store, acquire, or hold, or who shall destroy or make away with any such article for the purpose of limiting the supply thereof to the public or affecting the market price thereof in such commerce, whether temporarily or otherwise, shall be deemed guilty of a felony and, upon conviction thereof, shall be punished by a fine of not more than \$5,000 or by imprisonment for not more than two years, or both: *Provided*, That any storing or holding by any farmer, gardener, or other person of the products of any farm, garden, or other land cultivated by him shall not be deemed to be a storing or holding within the meaning of this Act: *Provided further*, That farmers and fruit growers, cooperative and other exchanges, or societies of a similar character shall not be included within the provisions of this section: *Provided further*, That this section shall not be construed to prohibit the holding or accumulating of any such article by any such person in a quantity not in excess of the reasonable requirements of his business for a reasonable time or in a quantity reasonably required to furnish said articles produced in surplus quantities seasonally throughout the period of scant or no production. Nothing contained in this section shall be construed to repeal the Act entitled "An Act to protect trade and commerce against unlawful restraints

and monopolies," approved July second, eighteen hundred and ninety, commonly known as the Sherman Antitrust Act.

SEC. 27. That the President is authorized to procure, or aid in procuring, such stocks of nitrate of soda as he may determine to be necessary, and find available, for increasing agricultural production during the calendar years nineteen hundred and seventeen and eighteen, and to dispose of the same for cash at cost, including all expenses connected therewith. For carrying out the purposes of this section, there is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, available immediately and until expended, the sum of \$10,000,000, or so much thereof as may be necessary, and the President is authorized to make such regulations, and to use such means and agencies of the Government, as, in his discretion, he may deem best. The proceeds arising from the disposition of the nitrate of soda shall go into the Treasury as miscellaneous receipts.

Approved, August 10, 1917.

Section 2.—Federal Trade Commission Act.

FEDERAL TRADE COMMISSION ACT.

Public No. 203, 63rd Congress.

(In effect, September 26, 1914.)

An Act To create a Federal Trade Commission, to define its powers and duties, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a commission is hereby created and established, to be known as the Federal Trade Commission (hereinafter referred to as the commission)—which shall be composed of five commissioners, who shall be appointed by the President, by and with the advice and consent of the Senate. Not more than three of the commissioners shall be members of the same political party. The first commissioners appointed shall continue in office for terms of three, four, five, six, and seven years, respectively, from the date of the taking effect of this act, the term of each to be designated by the President, but their successors shall be appointed for terms of seven years, except that any person chosen to fill a vacancy shall be appointed only for the unexpired term of the commissioner whom he shall succeed. The commission shall choose a chairman from its own membership. No commissioner shall engage in any other business, vocation, or employment. Any commissioner may be removed by the President for inefficiency, neglect of duty, or malfeasance in office. A vacancy in the commission shall not impair the right of the remaining commission, to exercise all the powers of the commission.

The Commission shall have an official seal, which shall be judicially noticed.

SEC. 2. That each commissioner shall receive a salary of \$10,000 a year, payable in the same manner as the salaries of the judges of the courts of the United States. The Commission shall appoint a secretary, who shall receive a salary of \$5,000 a year, payable in like manner, and it shall have authority to employ and fix the compensation of such attorneys, special experts, examiners, clerks, and other employees as it may from time to time find necessary for the proper performance of its duties and as may be from time to time appropriated for by Congress.

With the exception of the secretary, a clerk to each commissioner, the attorneys, and such special experts and examiners as the Commission may from time to time find necessary for the conduct of its work, all employees of the Commission shall be a part of the classified civil service, and shall enter the service under such rules and regulations as may be prescribed by the Commission and by the Civil Service Commission.

All of the expenses of the Commission, including all necessary expenses for transportation incurred by the commissioners or by their employees under their orders in making any investigation, or upon official business in any other places than in the city of Washington, shall be allowed and paid on the presentation of itemized vouchers therefor approved by the Commission.

Until otherwise provided by law, the Commission may rent suitable offices for its use.

The Auditor for the State and Other Departments shall receive and examine all accounts of expenditures of the Commission.

SEC. 3. That upon the organization of the Commission and election of its chairman, the Bureau of Corporations and the offices of the Commissioner and Deputy Commissioner of Corporations shall cease to exist; and all pending investigations and proceedings of the Bureau of Corporations shall be continued by the Commission.

All clerks and employees of the said bureau shall be transferred to and become clerks and employees of the commission at their present grades and salaries. All records, papers, and property of the said bureau shall become records, papers, and property of the commission, and all unexpended funds and appropriations for the use and maintenance of the said bureau, including any allotment already made to it by the Secretary of Commerce from the contingent appropriation for the Department of Commerce for the fiscal year nineteen hundred and fifteen, or from the departmental printing fund for the fiscal year nineteen hundred and fifteen, shall become funds and appropriations available to be expended by the commission in the exercise of the powers, authority, and duties conferred on it by this act.

The principal office of the commission shall be in the city of Washington, but it may meet and exercise all its powers at any other place. The commission may, by one or more of its members, or by such examiners as it may designate, prosecute any inquiry necessary to its duties in any part of the United States.

SEC. 4. That the words defined in this section shall have the following meaning when found in this act, to wit:

"Commerce" means commerce among the several States or with foreign nations, or in any Territory of the United States or in the District of Columbia, or between any such Territory and another, or between any such Territory and any State or foreign nation, or between the District of Columbia and any State or Territory or foreign nation.

"Corporation" means any company or association incorporated or unincorporated, which is organized to carry on business for profit and has shares of capital or capital stock, and any company or association, incorporated or unincorporated, without shares of capital or capital stock, except partnerships, which is organized to carry on business for its own profit or that of its members.

"Documentary evidence" means all documents, papers, and correspondence in existence at and after the passage of this act.

"Acts to regulate commerce" means the act entitled "An act to regulate commerce," approved February fourteenth, eighteen hundred and eighty-seven, and all acts amendatory thereof and supplementary thereto.

"Antitrust acts" means the act entitled "An act to protect trade and commerce against unlawful restraints and monopolies," approved July second, eighteen hundred and ninety; also the sections seventy-three to seventy-seven, inclusive, of an act entitled "An act to reduce taxation, to provide revenue for the Government, and for other purposes," approved August twenty-seventh, eighteen hundred and ninety-four; and also the act entitled "An act to amend sections seventy-three and seventy-six of the act of August twenty-seventh, eighteen hundred and ninety-four, entitled 'An act to reduce taxation, to provide revenue for the Government, and for other purposes,' " approved February twelfth, nineteen hundred and thirteen.

SEC. 5. That unfair methods of competition in commerce are hereby declared unlawful.

The commission is hereby empowered and directed to prevent persons, partnerships, or corporations, except banks, and common carriers subject to the acts to regulate commerce, from using unfair methods of competition in commerce.

Whenever the commission shall have reason to believe that any such person, partnership, or corporation has been or is using any unfair method of competition in commerce, and if it shall appear to the commission that a proceeding by it in respect thereof would be to the interest of the public, it shall issue and serve upon such person, partnership, or corporation a complaint stating its charges in that respect, and containing a notice of a hearing upon a day and at a place therein fixed at least thirty days after the service of said complaint. The person, partnership, or corporation so complained of shall have the right to appear at the place and time so fixed and show cause why an order should not be entered by the commission requiring such person, partnership, or corporation to cease and desist from the violation of the law so charged in said complaint. Any person, partnership, or corporation may make application, and upon good cause shown may be allowed by the commission, to intervene and appear in said proceeding by counsel or in person. The testimony in any such proceeding shall be reduced to writing and filed in the office of the commission. If upon such hearing the commission shall be of the opinion that the method of competition in question is prohibited by this act, it shall make a report in writing in which it shall state its findings as to the facts, and shall issue and cause to be served on such person, partnership, or corporation an order requiring such person, partnership, or corporation to cease and desist from using such method of competition. Until a transcript of the record in such hearing shall have been filed in a circuit court of appeals of the United States, as hereinafter provided, the commission may at any time, upon such notice and in such manner as it shall deem proper, modify or set aside, in whole or in part, any report or any order made or issued by it under this section.

If such person, partnership, or corporation fails or neglects to obey such order of the commission while the same is in effect, the commission may apply to the circuit court of appeals of the United States, within any circuit where the method of competition in question was used or where such person, partnership, or corporation resides or carries on business, for the enforcement of its order, and shall certify and file with its application a transcript of the entire record in the proceeding, including all the testimony taken and the report and order of the commission. Upon such filing of the application and transcript the court shall cause notice thereof to be served upon such person, partnership, or corporation and thereupon shall have jurisdiction of the proceeding and of the question determined therein, and shall have power to make and enter upon the pleadings, testimony, and proceedings set forth in such transcript a decree affirming, modifying, or setting aside the order of the commission. The findings of the commission as to the facts, if supported by testimony, shall be conclusive. If either party shall apply to the court for leave to adduce additional evidence, and shall show to the satisfaction of the court that such additional evidence is material and that there were reasonable grounds for the failure to adduce such evidence in the proceeding before the commission, the court may order such additional evidence to be taken before the commission and to be adduced upon the hearing in such manner and upon such terms and conditions as to the court may seem proper. The commission may modify its findings as to the facts, or make new findings, by reason of the additional evidence so taken, and it shall file such modified or new findings, which, if supported by testimony, shall be conclusive, and its recommendation, if any, for the modification or setting aside of its original order, with the return of such additional evidence. The judgment and decree of the court shall be final, except that the same shall be subject to review by the Supreme Court upon certiorari as provided in section two hundred and forty of the Judicial Code.

Any party required by such order of the Commission to cease and desist from using such method of competition may obtain a review of such order in said circuit court of appeals by filing in the court a written petition praying that the order of the Commission be set aside. A copy of such petition shall be forthwith served upon the Commission, and thereupon the Commission forthwith shall certify and file in the court a transcript of the record as hereinbefore provided. Upon the filing of the transcript the court shall have the same jurisdiction to affirm, set aside, or modify the order of the Commission as in the case of an application by the Commission for the enforcement of its order, and the findings of the Commission as to the facts, if supported by testimony, shall in like manner be conclusive.

The jurisdiction of the circuit court of appeals of the United States to enforce, set aside, or modify orders of the Commission shall be exclusive.

Such proceedings in the circuit court of appeals shall be given precedence over other cases pending therein, and shall be in every way expedited. No order of the Commission or judgment of the court to enforce the same shall in anywise relieve or absolve any person, partnership, or corporation from any liability under the anti-trust acts.

Complaints, orders, and other processes of the Commission under this section may be served by anyone duly authorized by the Commission, either (a) by delivering a copy thereof to the person to be served, or to a member of the partnership to be served, or to the president, secretary, or other executive officer or a director of the corporation to be served; or (b) by leaving a copy thereof at the principal office or place of business of such person, partnership, or corporation; or (c) by registering and mailing a copy thereof addressed to such person, partnership, or corporation at his or its principal office or place of business. The verified return by the person so serving said complaint, order, or other process setting forth the manner of said service shall be proof of the same, and the return post-office receipt for said complaint, order, or other process registered and mailed as aforesaid shall be proof of the service of the same.

SEC. 6. That the Commission shall also have power—

(a) To gather and compile information concerning, and to investigate from time to time the organization, business, conduct, practices, and management of any corporation engaged in commerce, excepting banks and common carriers subject to the act to regulate commerce, and its relation to other corporations and to individuals, associations, and partnerships.

(b) To require, by general or special orders, corporations, engaged in commerce, excepting banks, and common carriers subject to the act to regulate commerce, or any class of them, or any of them, respectively, to file with the Commission in such form as the Commission may prescribe annual or special, or both annual and special, reports or answers in writing to specific questions, furnishing to the Commission such information as it may require as to the organization, business, conduct, practices, management, and relation to other corporations, partnerships, and individuals of the respective corporations filing such reports or answers in writing. Such reports and answers shall be made under oath, or otherwise, as the Commission may prescribe, and shall be filed with the Commission within such reasonable period as the Commission may prescribe, unless additional time be granted in any case by the Commission.

(c) Whenever a final decree has been entered against any defendant corporation in any suit brought by the United States to prevent and restrain any violation of the antitrust acts, to make investigation, upon its own initiative, of the manner in which the decree has been or is being carried out, and upon the application of the Attorney General it shall be its duty to make such investigation. It shall transmit to the Attorney General a report embodying its findings and recommendations as a result

of any such investigation, and the report shall be made public in the discretion of the Commission.

(d) Upon the direction of the President or either House of Congress to investigate and report the facts relating to any alleged violations of the antitrust acts by any corporation.

(e) Upon the application of the Attorney General to investigate and make recommendations for the readjustment of the business of any corporation alleged to be violating the antitrust acts in order that the corporation may thereafter maintain its organization, management, and conduct of business in accordance with law.

(f) To make public from time to time such portions of the information obtained by it hereunder, except trade secrets and names of customers, as it shall deem expedient in the public interest; and to make annual and special reports to the Congress and to submit therewith recommendations for additional legislation; and to provide for the publication of its reports and decisions in such form and manner as may be best adapted for public information and use.

(g) From time to time to classify corporations and to make rules and regulations for the purpose of carrying out the provisions of this act.

(h) To investigate, from time to time, trade conditions in and with foreign countries where associations, combinations, or practices of manufacturers, merchants, or traders, or other conditions, may affect the foreign trade of the United States, and to report to Congress thereon, with such recommendations as it deems advisable.

SEC. 7. That in any suit in equity brought by or under the direction of the Attorney General as provided in the antitrust acts, the court may, upon the conclusion of the testimony therein, if it shall be then of opinion that the complainant is entitled to relief, refer said suit to the commission, as a master in chancery, to ascertain and report an appropriate form of decree therein. The commission shall proceed upon such notice to the parties and under such rules of procedure as the court may prescribe, and upon the coming in of such report such exceptions may be filed and such proceedings had in relation thereto as upon the report of a master in other equity causes but the court may adopt or reject such report, in whole or in part, and enter such decree as the nature of the case may in its judgment require.

SEC. 8. That the several departments and bureaus of the Government when directed by the President shall furnish the commission, upon its request, all records, papers, and information in their possession relating to any corporation subject to any of the provisions of this act, and shall detail from time to time such officials and employees to the commission as he may direct.

SEC. 9. That for the purposes of this act the Commission, or its duly authorized agent or agents, shall at all reasonable times have access to, for the purpose of examination, and the right to copy any documentary evidence of any corporation being investigated or proceeded against; and the Commission shall have power to require by subpoena the attendance and testimony of witnesses and the production of all such documentary evidence relating to any matter under investigation. Any member of the Commission may sign subpoenas, and members and examiners of the Commission may administer oaths and affirmations, examine witnesses, and receive evidence.

Such attendance of witnesses, and the production of such documentary evidence, may be required from any place in the United States, at any designated place of hearing. And in case of disobedience to a subpoena the Commission may invoke the aid of any court of the United States in requiring the attendance and testimony of witnesses and the production of documentary evidence.

Any of the district courts of the United States within the jurisdiction of which such inquiry is carried on may, in case of contumacy or refusal to obey a subpoena issued to any corporation or other person, issue an order requiring such corporation or other person to appear before the Commission, or to produce documentary evidence

if so ordered, or to give evidence touching the matter in question; and any failure to obey such order of the court may be punished by such court as a contempt thereof.

Upon the application of the Attorney General of the United States, at the request of the Commission, the district courts of the United States shall have jurisdiction to issue writs of mandamus commanding any person or corporation to comply with the provisions of this act or any order of the Commission made in pursuance thereof.

The commission may order testimony to be taken by deposition in any proceeding or investigation pending under this act at any stage of such proceeding or investigation. Such depositions may be taken before any person designated by the commission and having power to administer oaths. Such testimony shall be reduced to writing by the person taking the deposition, or under his direction, and shall then be subscribed by the deponent. Any person may be compelled to appear and depose and to produce documentary evidence in the same manner as witnesses may be compelled to appear and testify and produce documentary evidence before the commission as hereinbefore provided.

Witnesses summoned before the commission shall be paid the same fees and mileage that are paid witnesses in the courts of the United States, and witnesses whose depositions are taken and the persons taking the same shall severally be entitled to the same fees as are paid for like services in the courts of the United States.

No person shall be excused from attending and testifying or from producing documentary evidence before the commission or in obedience to the subpoena of the commission on the ground or for the reason that the testimony or evidence, documentary or otherwise, required of him may tend to criminate him or subject him to a penalty or forfeiture. But no natural person shall be prosecuted or subjected to any penalty or forfeiture for or on account of any transaction, matter, or thing concerning which he may testify, or produce evidence, documentary or otherwise, before the commission in obedience to a subpoena issued by it: *Provided*, That no natural person so testifying shall be exempt from prosecution and punishment for perjury committed in so testifying.

SEC. 10. That any person who shall neglect or refuse to attend and testify, or to answer any lawful inquiry, or to produce documentary evidence, if in his power to do so, in obedience to the subpoena or lawful requirement of the commission, shall be guilty of an offense and upon conviction thereof by a court of competent jurisdiction shall be punished by a fine of not less than \$1,000 nor more than \$5,000, or by imprisonment for not more than one year, or by both such fine and imprisonment.

Any person who shall willfully make, or cause to be made, any false entry or statement of fact in any report required to be made under this act, or who shall willfully make, or cause to be made, any false entry in any account, record, or memorandum kept by any corporation subject to this act, or who shall willfully neglect or fail to make, or to cause to be made, full, true, and correct entries in such accounts, records, or memoranda, of all facts and transactions appertaining to the business of such corporation, or who shall willfully remove out of the jurisdiction of the United States, or willfully mutilate, alter, or by any other means falsify any documentary evidence of such corporation, or who shall willfully refuse to submit to the Commission or to any of its authorized agents, for the purpose of inspection and taking copies, any documentary evidence of such corporation in his possession or within his control, shall be deemed guilty of an offense against the United States, and shall be subject, upon conviction in any court of the United States of competent jurisdiction, to a fine of not less than \$1,000 nor more than \$5,000, or to imprisonment for a term of not more than three years, or to both such fine and imprisonment.

If any corporation required by this act to file any annual or special report shall fail so to do within the time fixed by the commission for filing the same, and such failure shall continue for thirty days after notice of such default, the corporation shall

forfeit to the United States the sum of \$100 for each and every day of the continuance of such failure, which forfeiture shall be payable into the Treasury of the United States, and shall be recoverable in a civil suit in the name of the United States brought in the district where the corporation has its principal office or in any district in which it shall do business. It shall be the duty of the various district attorneys, under the direction of the Attorney General of the United States, to prosecute for the recovery of forfeitures. The costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the courts of the United States.

Any officer or employee of the Commission who shall make public any information obtained by the Commission without its authority, unless directed by a court, shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be punished by a fine not exceeding \$5,000, or by imprisonment not exceeding one year, or by fine and imprisonment, in the discretion of the court.

SEC. 11. Nothing contained in this act shall be construed to prevent or interfere with the enforcement of the provisions of the antitrust acts or the acts to regulate commerce, nor shall anything contained in the act be construed to alter, modify, or repeal the said antitrust acts or the acts to regulate commerce or any part or parts thereof.

Approved, September 26, 1914.

Section 3.—Overman Act.

OVERMAN ACT.

Public No. 152, 65th Congress.

(In effect, May 20, 1918.)

An Act Authorizing the President to coordinate or consolidate executive bureaus, agencies, and offices and for other purposes, in the interest of economy and the more efficient concentration of the Government.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the national security and defense, for the successful prosecution of the war, for the support and maintenance of the Army and Navy, for the better utilization of resources and industries, and for the more effective exercise and more efficient administration by the President of his powers as Commander in Chief of the land and naval forces the President is hereby authorized to make such redistribution of functions among executive agencies as he may deem necessary, including any functions, duties, and powers hitherto by law conferred upon any executive department, commission, bureau, agency, office, or officer, in such manner as in his judgment shall seem best fitted to carry out the purposes of this Act, and to this end is authorized to make such regulations and to issue such orders as he may deem necessary, which regulations and orders shall be in writing, and shall be filed with the head of the department affected and constitute a public record: *Provided*, That this Act shall remain in force during the continuance of the present war and for six months after the termination of the war by the proclamation of the treaty of peace, or at such earlier time as the President may designate: *Provided further*, That the termination of this Act shall not affect any act done or any right or obligation accruing or accrued pursuant to this Act and during the time that this Act is in force: *Provided further*, That the authority by this Act granted shall be exercised only in matters relating to the conduct of the present war.

SEC. 2. That in carrying out the purposes of this Act the President is authorized to utilize, coordinate, or consolidate any executive or administrative commissions, bureaus, agencies, offices, or officers now existing by law, to transfer any duties or powers from one existing department, commission, bureau, agency, office, or officer to another, to transfer the personnel thereof or any part of it either by detail or assign-

ment, together with the whole or any part of the records and public property belonging thereto.

SEC. 3. That the President is further authorized to establish an executive agency which may exercise such jurisdiction and control over the production of aeroplanes, aeroplane engines, and aircraft equipment as in his judgment may be advantageous; and, further, to transfer to such agency, for its use, all or any moneys heretofore appropriated for the production of aeroplanes, aeroplane engines, and aircraft equipment.

SEC. 4. That for the purpose of carrying out the provisions of this Act, any moneys heretofore and hereafter appropriated for the use of any executive department, commission, bureau, agency, office, or officer shall be expended only for the purposes for which it was appropriated under the direction of such other agency as may be directed by the President hereunder to perform and execute said function.

SEC. 5. That should the President, in redistributing the functions among the executive agencies as provided in this Act, conclude that any bureau should be abolished and it or their duties and functions conferred upon some other department or bureau or eliminated entirely, he shall report his conclusions to Congress with such recommendations as he may deem proper.

SEC. 6. That all laws or parts of laws conflicting with the provisions of this Act are to the extent of such conflict suspended while this Act is in force.

Upon the termination of this Act all executive or administrative agencies, departments, commissions, bureaus, offices, or officers shall exercise the same functions, duties, and powers as heretofore or as hereafter by law may be provided, any authorization of the President under this Act to the contrary notwithstanding.

Approved, May 20, 1918.

TITLE II.

CENTRAL ORGANIZATION.

Section 1.—Appointment of the United States Fuel Administrator.

Executive order of the President of the United States, dated August 23, 1917, Issued as Publication No. 1 of the United States Fuel Administration, Appointing H. A. Garfield, United States Fuel Administrator.

By virtue of the power conferred upon me under the act of Congress approved August 10, 1917, entitled "An act to provide further for the national security and defense by encouraging the production conserving the supply, and controlling the distribution of food products and fuel," and particularly for the purpose of carrying into effect the provisions of said act relating to fuel, Harry A. Garfield is hereby designated and appointed United States Fuel Administrator to hold office during the pleasure of the President.

Said Fuel Administrator shall supervise, direct, and carry into effect the provisions of said act and the powers and authority therein given to the President so far as the same apply to fuel as set forth in said act, and to any and all practices, procedure, and regulations authorized under the provisions of said act applicable to fuel, including the issuance, regulation, and revocation under the name of said United States Fuel Administrator of licenses under said act. In this behalf he shall do and perform such acts and things as may be authorized and required of him from time to time by direction of the President and under such rules and regulations as may be prescribed.

Said Fuel Administrator shall also have the authority to employ such assistants and subordinates, including such counsel as may from time to time be deemed by him necessary, and to fix the compensation of such assistants, subordinates, and counsel.

All departments and established agencies of the Government are hereby directed to cooperate with the United States Fuel Administrator in the performance of his duties as hereinbefore set forth.

WOODROW WILSON.

THE WHITE HOUSE, 23 August, 1917.

Section 2.—Appointment of Assistant United States Fuel Administrator.

Appointment by United States Fuel Administrator of Mr. Cyrus Garnsey, Jr., as head of the Administrative Division of the Fuel Administration and Assistant United States Fuel Administrator, dated May 3, 1918, and confirmation thereof by the President of the United States.

MAY 3, 1918.

To Heads of all Divisions and Sections:

I have today appointed Mr. Cyrus Garnsey, Jr., as Assistant United States Fuel Administrator.

Mr. Garnsey was formerly Chairman of Committee on Prices of the Fuel Administration. He will be located temporarily in Room 155.

As Assistant Administrator Mr. Garnsey will be in general charge of all administrative work and of all functions other than those relating to the apportionment of fuels and to transportation. He will be authorized to act for the United States Fuel Administrator during the absence of the latter.

More specifically the functions of the Assistant Administrator are to supervise the administrative functions centered in the Business Manager, legal matters, the fixing of operators', jobbers' and retail prices, Conservation, Public Information, and the work of the State Administrators. He will coordinate the work of these bureaus, both among themselves and with the work of the Distribution Division and of the Oil Division.

H. A. GARFIELD,
United States Fuel Administrator.

OFFICE OF THE U. S. FUEL ADMINISTRATOR,
Washington, D. C., May 17, 1918.

DEAR MR. PRESIDENT: It gives me pleasure to submit for your confirmation the appointment of Cyrus Garnsey, Jr., as head of the Administrative Division of the Fuel Administration. Mr. Garnsey, as you know, has served most effectively and devotedly on the Engineers' Committee and has rendered great service in recommending the mine prices for all the coal produced throughout the United States. He is able to render still greater service to the Administration in his new capacity.

Further, I desire to appoint him Assistant Administrator, and will appreciate your approval of this designation.

Cordially and faithfully yours,

H. A. GARFIELD.

PRESIDENT WOODROW WILSON,
The White House, Washington, D. C.

THE WHITE HOUSE,
Washington, 20 May, 1918.

MY DEAR GARFIELD: I have your letter of May seventeenth and am very glad to confirm the appointment of Mr. Garnsey as head of the Administrative Division of the Fuel Administration and as Assistant Administrator. I am heartily glad you have found a man to your mind.

Cordially and faithfully yours,

WOODROW WILSON.

Dr. H. A. GARFIELD,
Fuel Administration.

Section 3.—Transfer to United States Fuel Administration of Portion of the Coal Section of the Federal Trade Commission.

Executive order of the President of the United States dated July 3, 1918, Transferring a Portion of the Coal Section of the Federal Trade Commission to the United States Fuel Administration.

Whereas, in order to avoid duplication of effort and to promote unity and concentration of control in the administration of the provisions of Section 25 of the Act of Congress approved August 10, 1917, entitled, "An Act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," certain activities now being carried on by the Federal Trade Commission relating to the coal industry can and ought to be carried on by the United States Fuel Administration.

Now, therefore, I, Woodrow Wilson, President of the United States of America, by virtue of the authority vested in me as Chief Executive, and by virtue of the powers conferred on me by the Act of Congress, entitled, "An Act authorizing the President to coordinate or consolidate executive bureaus, agencies and offices, and for other purposes, in the interest of economy and the more efficient concentration of the Government," approved May 20, 1918, do hereby order and direct:

1. That all records, files, reports, copies of contracts, correspondence, papers and proceedings on file or deposited with the Federal Trade Commission relating to coal or coke, and under and in compliance with the provisions of Section 25 of said Act approved August 10, 1917, or the orders, rules and regulations of the United States Fuel Administrator (excepting such as relate to costs of coal mine operations and to general research into the coal industry), be transferred forthwith from the Federal Trade Commission to the United States Fuel Administration.

2. That that part of the personnel of the Federal Trade Commission engaged in such activities hereinabove described and now transferred is hereby detailed or assigned to the United States Fuel Administration.

3. That the books, correspondence, records, and papers in any way referring to transactions of any kind relating to the mining, production, sale or distribution of coal or coke, and not hereby transferred, shall, at all times, be subject to inspection by the United States Fuel Administrator and by his duly authorized agents, examiners, employees, assistants and subordinates, together constituting the governmental organization called the United States Fuel Administration.

4. That all persons, partnerships and corporations engaged in the production or distribution of coal or coke shall promptly furnish, whenever called for, to the United States Fuel Administrator, or his duly authorized agents, examiners, employees, assistants and subordinates, any data or information relating to the business of such persons, partnerships or corporations engaged in the production or distribution of coal or coke.

5. That the said United States Fuel Administrator is hereby authorized to procure information in reference to the business of coal and coke producers and distributors in the manner provided for in Sections 6 and 9 of the Act of Congress approved September 26, 1914, entitled "An Act to create a Federal Trade Commission, to define its powers and duties, and for other purposes," and said United States Fuel Administration, acting through the United States Fuel Administrator, or his duly authorized agents, examiners, employees, assistants and subordinates, is hereby authorized and empowered to exercise all the powers granted to the Federal Trade Commission by said Act approved September 26, 1914, for the carrying out of the purposes of this order.

This order shall be, and remain, in full force and effect during the continuance of the present war and for six (6) months after the termination thereof by the proclamation of a Treaty of Peace or until amended, modified or rescinded.

WOODROW WILSON,
President United States.

THE WHITE HOUSE, July 3, 1918.

Section 4.—Committee on Standardization of Petroleum Specifications.

Executive order of the President of the United States, dated July 31, 1918, Authorizing the United States Fuel Administrator to Prepare and Adopt Specifications for the Supply of Petroleum and its Products, and to Exercise such Functions, Powers, and Duties through a Committee on Standardization of Petroleum Specifications.

Whereas, In order to avoid duplication of effort, and in the interest of economy and the more efficient concentration of the Government and for the better utilization of resources and industries, it is desirable that there shall be a standardization of specifications for the supply of petroleum and its products to the United States Government,

Now, therefore, I, Woodrow Wilson, President of the United States, by virtue of the authority vested in me as Chief Executive, and by virtue of the powers conferred on me by the Act of Congress entitled, "An Act authorizing the President to coordinate or consolidate executive bureaus, agencies, and offices, and for other purposes, in the interest of economy and the more efficient concentration of the Government," approved May 20, 1918, do hereby order that the function, power, and duty of preparing and adopting specifications for the supply of petroleum and its products to any and all departments, bureaus, agencies, and offices of the Government be transferred to and exercised by the United States Fuel Administrator. The United States Fuel Administrator shall exercise such functions, powers, and duties through a Committee on Standardization of Petroleum Specifications which shall be composed of the following members: A chairman, who shall be appointed by the United States Fuel Administrator; one member who shall be appointed by the Secretary of War; one member who shall be appointed by the Secretary of the Navy; one member who shall be appointed by the Chairman of the Shipping Board; one member who shall be appointed by the Director General of the Railroad Administration; one member who shall be appointed by the Director of the Bureau of Mines; one member who shall be appointed by the Director of the Bureau of Standards. The specifications so prepared and adopted shall be binding upon and govern all departments, bureaus, agencies, and offices of the Government. It shall further be the duty of the United States Fuel Administrator, acting through said Committee on Standardization of Petroleum Specifications, to take all proper means to bring about a standardization of petroleum specifications for the purchases in the United States of the allied Governments.

This order shall be and remain in full force and effect during the continuance of the present war and for six months after the termination thereof by the proclamation of a treaty of peace, or until amended, modified, or rescinded.

WOODROW WILSON.

THE WHITE HOUSE,
31 July, 1918.

Section 5.—The Washington Office of the United States Fuel Administration.

General Statement.

To assist the United States Fuel Administrator in dealing with problems presented, he has appointed a staff of advisors, which is made up of the following officers: Chief Counsel, Bituminous and Anthracite Advisors, Labor Advisor, Technical Advisor,

and Transportation Advisor. Also advising the Administrator particularly as to questions arising in connection with the fixing of prices, are the Engineers of the Fuel Administration. Matters to be brought to Mr. Garfield's personal attention are transmitted through the office of the Executive Secretary.

The general office of the administration is organized into three divisions—Administrative, Distribution, and Oil. Each division is under the direction of a general director, and is sub-divided into various bureaus and sections.

Administrative Division.

The Administrative Division is under the direction of the Assistant United States Fuel Administrator. Its work is sub-divided among the following bureaus, the name of each bureau being stated, and its functions outline below:

Legal Staff: Drafting of orders and rulings, and their interpretation and enforcement; fixing basis of settlement for and adjustment of differences arising out of diversion, requisition and confiscation of coal; passing on the validity of contracts; determination of questions arising in connection with the granting and revocation of distributors' licenses; and the giving of legal advice to Division and Bureau Heads.

Bureau of Production: Stimulation of coal output by arousing a spirit of patriotism among mine workers; by protection of labor from depletion through enlistment and allied causes, and solicitation by other industries; by increasing efficiency of operations through the betterment of working conditions, securing of prompt deliveries of needed material, and supervision of plants producing power for the mines.

Bureau of Prices: Supervision of adjustment and revision of mine prices including applications for special mine prices; dissemination of information relating to correct prices; and the issuing of permits under the regulations governing sales of smithing coal, cannon coal, and specially prepared coal.

Bureau of State Organizations: Representative in Washington of the State Fuel Administrators; supervising their activities, and approving their expenditures; assisting them in the establishment of retail prices and margins, appeals from such price fixing orders being heard by the Director of the Bureau.

Bureau of Conservation: Saving of coal by the advocacy of efficient methods of steam production; elimination of waste by industries and domestic consumers; effecting of economy in the use of power through such means as "lightless nights" and the adoption of the "skip stop system"; and the restriction of coal consumption by non-essential industries.

Bureau of Business Management: Direction and supervision of the general business affairs of the Fuel Administration, and its operating sections including purchasing, accounting, disbursing, communications (mails, telegraph, telephones and filing), personnel, building, automobiles, hospital, and cafeteria.

Bureau of Traffic and Transportation: Supervision of the distribution of cars and their movement to destination when loaded; direction of shipments by the shortest and most economical route; consultant and advisor on transportation questions, and the proper application of rates; representative in the Fuel Administration of the Railroad Administration.

Bureau of Investigation: Securing and examination of monthly reports of shipments by licensed distributors, and investigation through correspondence or field agents of apparent violations of orders of the United States Fuel Administrator; rendering of assistance through its field agents to State Fuel Administrators in investigation undertaken by them.

Bureau of Education: Preparation, editing and distribution of articles for publication in newspapers and periodicals, and of pamphlets, posters and other advertising matter; rendering of assistance to State Fuel Administrators in the preparation of articles dealing with local conditions.

Distribution Division.

The Distribution Division directs the distribution of coal and coke in the United States; the principal end in view being to assure to essential consumers a sufficient supply of suitable fuel. Its work is divided among the following bureaus, the name of each bureau being stated and its functions outlined below:

Bureau of Bituminous Coal: Distribution and inspection of all bituminous coal through the Washington organization of the Bureau and the District Representatives, inspection being handled through the Inspection Section and inspectors in the field working under the direction of the District Representatives.

Bureau of Statistics: Collection, compilation and presentation in tabular and graphic form of statistics of production, factors limiting production, distribution, conservation, consumption and stocks of coal and coke in periodical and special reports; preparation of maps, zone modifications, budgets and allotments.

Bureau of State Distribution: Supervision of the distribution of coal within the states; dissemination of information in regard to the War Industries Board's preference lists; representative of the Distribution Division in dealing with and issuing communications and general instructions, to State Fuel Administrators.

Bureau of Anthracite Coal: Allotment of anthracite coal to the states; supervision of shipments and increase of tonnage to dealers not receiving a fair share; issuance of permits for the use of domestic sizes of anthracite by industries; and the restriction of its use to those concerns whose processes absolutely require it.

Bureau of Coke: Establishment of maximum prices; stimulation of production; and improvement in quality of coke; supervision of the distribution of all coke produced.

Bureau of Gas Plants: Regulation of the fuel supply to artificial gas plants; cooperation with the Oil Division in its supervision and control over the natural gas supply.

Oil Division.

The Oil Division has charge of all activities of the Fuel Administration relating to petroleum and its products, and natural gas. Included in these activities is the stimulation of the production of crude petroleum and natural gas; the equitable distribution of the refined products of petroleum and of natural gas; the increase and improvement of transportation facilities; the provision of an ample supply for the use of the Army, the Navy, the Shipping Board, and the needs of the Allies; the provision, so far as possible, of an adequate and uninterrupted supply for domestic consumers and for all essential industries; the establishment and maintenance of fair and reasonable prices; the prevention of unfair and improper trade practices; conservation and prevention of waste in the production and use of these products; and the exercise of general supervision over the oil and natural gas industries.

TITLE III.

FIELD ORGANIZATIONS.**Section 1.—State Fuel Administrators and State Organizations.**

Form of Telegram from United States Fuel Administrator to Prospective Appointees to Office of Federal Fuel Administrator.

With the approval of the President, I desire to appoint you Federal Fuel Administrator for your State. Your chief duties in that capacity will be to select a small advisory committee for the State and appoint local committees in the counties and cities for the purpose of investigating and reporting on local conditions, and, in cooperation with the Fuel Administrator, to take all possible steps to relieve and improve fuel conditions within your State. It will be a service to your country and particu-

larly to the people of your State, as well as a favor to me, if you will undertake this important and vital work. I have asked the State Fuel Administrators to meet me for conference in Washington on Tuesday morning, October second, at ten o'clock, and I sincerely trust that you will arrange to be here on that day. Please wire reply collect Government rate.

H. A. GARFIELD,
United States Fuel Administrator.

Form of Certificate of appointment of Federal Fuel Administrators for the several States.

This is to certify that *The United States Fuel Administrator*, acting under the authority of an Executive Order of the President of the United States, dated August 23, 1917, appointing said Administrator and in furtherance of said Order and of the Act of Congress therein referred to and with the approval of the President of the United States, has on the day of, 1917, designated and appointed

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of
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Federal Fuel Administrator for the State of to hold office during the pleasure of the United States Fuel Administrator.

Said Federal Fuel Administrator for the State of shall, subject to the provisions of said Act of Congress and to orders, rules and regulations from time to time prescribed by the President of the United States or the United States Fuel Administrator, have power and authority in respect to coal and coke within said state to fix and approve retail prices and gross margins to be charged by dealers, to prescribe and administer reasonable rules for the regulation of the sale, shipment, distribution, apportionment, storage, and conservation of coal and coke within said state and to perform and do such other acts and things and to exercise such powers as may from time to time be directed, authorized or conferred by the President of the United States or the United States Fuel Administrator. All such prices, gross margins, and regulations shall be subject to modification, revocation or cancellation at any time by the President of the United States or the United States Fuel Administrator. Said Federal Fuel Administrator for the State of is authorized to appoint state, county and local committees and county and local administrators or other representatives, and to employ such assistants and subordinates as he may deem necessary, and, subject to the approval of the United States Fuel Administrator, to fix the compensation of such assistants and subordinates.

H. A. GARFIELD,
United States Fuel Administrator.

List of Federal Fuel Administrators for the Several States with Dates of Appointment.

ALABAMA—

S. P. Kennedy, appointed Sept. 28, 1917. 1130 Noble St., Anniston.

ARIZONA—

Will L. Clark, appointed Oct. 10, 1917; resigned Dec. 20, 1917. Flagstaff.

Chas. M. Shannon, appointed Dec. 22, 1917. War Work Bldg., Phoenix.

ARKANSAS—

H. C. Couch, appointed Oct. 31, 1917. Bankers Trust Bldg., Little Rock.

CALIFORNIA—

Albert E. Schwabacher, appointed Oct. 11, 1917. First Natl. Bank Bldg., San Francisco.

COLORADO—

Wm. J. Galligan, appointed Oct. 24, 1917. State Museum Bldg., Denver.

CONNECTICUT—

Thos. W. Russell, appointed Sept. 28, 1917. State Capitol, Hartford.

DELAWARE—

Charles H. TenWeeges, appointed Oct. 9, 1917. 145 Dupont Bldg., Wilmington.

DISTRICT OF COLUMBIA—

John L. Weaver,¹ appointed Oct. 17, 1917; resigned June 25, 1918. Woodward Bldg., Washington.

FLORIDA—

Arthur T. Williams, appointed Nov. 19, 1917. 7 West Forsyth St., Jacksonville.

GEORGIA—

Dr. L. G. Hardman, appointed Sept. 28, 1917. Commerce.

IDAHO—

Frank R. Gooding, appointed Oct. 1, 1917; resigned Sept. 26, 1918. First Natl. Bank Bldg., Gooding.

C. C. Anderson, appointed Sept. 26, 1918. Boise.

ILLINOIS—

John E. Williams, appointed Oct. 13, 1917; resigned Aug. 15, 1918. 120 W. Adams St., Chicago.

Raymond E. Durham, appointed Aug. 15, 1918. Kimball Bldg., Chicago.

INDIANA—

Evans Woollen, appointed Oct. 18, 1917. 227 Federal Bldg., Indianapolis.

IOWA—

Charles Webster, appointed Sept. 28, 1917. Flynn Bldg., Des Moines.

KANSAS—

Emerson Carey, appointed Sept. 28, 1917. Ave. B and Poplar St., Hutchinson.

KENTUCKY—

Wiley B. Bryan, appointed Nov. 1, 1917. Starks Bldg., Louisville.

LOUISIANA—

John G. O'Kelley, appointed Oct. 9, 1917. Canal Bank Annex, New Orleans.

MAINE—

J. C. Hamlen, appointed Sept. 28, 1917. Masonic Bldg., Portland.

MARYLAND—

Ferdinand A. Meyer, appointed Nov. 20, 1917. 16 Commerce St., Baltimore.

MASSACHUSETTS—

James J. Storrow,² appointed Sept. 28, 1917. State House, Boston.

MICHIGAN—

William K. Prudden, appointed Oct. 16, 1917. Book Bldg., Detroit.

MINNESOTA—

John F. McGee, appointed Oct. 9, 1917. New York Life Bldg., Minneapolis.

MISSISSIPPI—

C. L. Townes, appointed Oct. 9, 1917; died Oct. 15, 1918. Minter City.

Walter A. Scott, appointed Oct. 31, 1918. Jackson.

MISSOURI—

Wallace Crossley, appointed Oct. 29, 1917. State Capitol, Jefferson City.

¹ No successor to John L. Weaver has been appointed, the United States Fuel Administrator having taken over the duties of his office. Frank G. Jones is the District of Columbia director.

² James J. Storrow received two appointments, one as Federal Fuel Administrator for Massachusetts and one as Federal Fuel Administrator for New England. At different times special powers were conferred upon him with reference to the distribution of fuel in New England.

MONTANA—

W. J. Swindlehurst, appointed Sept. 28, 1917; resigned June 8, 1918. State Capitol, Helena.

Martin H. Gerry, jr., appointed June 18, 1918. Empson Bldg., Helena.

NEBRASKA—

John L. Kennedy, appointed Oct. 17, 1917. Brandeis Theatre Bldg., Omaha.

NEVADA—

E. H. Walker, appointed Sept. 29, 1917. State Capitol, Carson City.

NEW ENGLAND—

James J. Storrow,¹ appointed Sept. 28, 1917. State House, Boston.

NEW HAMPSHIRE—

Charles M. Floyd, appointed Sept. 28, 1917; resigned Aug. 21, 1918. 829 Elm St., Manchester.

H. E. Slayton, appointed Aug. 21, 1918. 829 Elm St., Manchester.

NEW JERSEY—

Richard C. Jenkinson, appointed Nov. 19, 1917. Ordway Bldg., Newark.

NEW MEXICO—

Wm. C. McDonald, appointed Oct. 24, 1917, died Apr. 11, 1918. Albuquerque.

John W. Poe, appointed June 3, 1918. Albuquerque.

NEW YORK—

Albert H. Wiggin, appointed Oct. 9, 1917; resigned July 23, 1918. 61 Broadway, New York.

Delos W. Cooke, appointed July 23, 1918. 151 5th Ave., New York.

NORTH CAROLINA—

A. W. McAlister, appointed Sept. 28, 1917; resigned June 20, 1918. So. Life & Trust Bldg., Greensboro.

R. C. Norfleet, appointed June 28, 1918. Federal Bldg., Winston-Salem.

NORTH DAKOTA—

I. P. Baker, appointed Oct. 9, 1917. Bismarck Bank Bldg., Bismarck.

OHIO—

Homer H. Johnson, appointed Oct. 15, 1917; resigned Apr. 11, 1918. Wyandotte Bldg., Columbus.

Joseph H. Frantz, appointed June 28, 1918. Gule Bldg., Columbus.

OKLAHOMA—

P. A. Norris, appointed Sept. 28, 1917. 101 E. Main St., Ada.

OREGON—

Fred J. Holmes, appointed Oct. 9, 1917. Northwestern Bank Bldg., Portland.

PENNSYLVANIA—

William Potter, appointed Oct. 2, 1917. Schubert Bldg., Philadelphia.

PITTSBURGH DISTRICT—

D. W. Kuhn,² appointed Dec. 19, 1917; Chamber of Commerce, Pittsburgh, Pa.

¹ James J. Storrow received two appointments, one as Federal Fuel Administrator for Massachusetts and one as Federal Fuel Administrator for New England. At different times special powers were conferred upon him with reference to the distribution of fuel in New England.

² Pursuant to the letters quoted below, D. W. Kuhn was on December 19, 1917, appointed Federal Fuel Administrator for the Pittsburgh District independent of the Federal Fuel Administrator for Pennsylvania. The Pittsburgh District comprises the counties noted in the letters of appointment.

"Mr. William Potter, Federal Fuel Administrator for Pennsylvania, has been with me today, and, at my request, will release you temporarily from the necessity of taking orders, concerning the distribution of coal in the counties of Beaver, Allegheny, Westmoreland, Fayette, Green and Washington, in cooperation with Mr. Thompson's committee. This arrangement will continue until the movement of coal in those counties is normal. You will receive instructions to this effect from Mr. Potter.

"In addition to the advices which you will send him daily, please send copies to this office.

RHODE ISLAND—

Geo. H. Holmes, appointed Sept. 28, 1917; resigned Mar. 11, 1918. State House, Providence.

Malcolm G. Chace, appointed May 16, 1918. State House, Providence.

SOUTH CAROLINA—

B. B. Gossett, appointed Oct. 24, 1917; resigned Oct. 25, 1918. Bleckley Bldg., Anderson.

B. E. Geer, appointed Oct. 25, 1918. Greenville.

SOUTH DAKOTA—

W. G. Bickelhaupt, appointed Nov. 1, 1917. Citizens Bank Bldg., Aberdeen.

TENNESSEE—

W. E. Meyer, appointed Oct. 29, 1917. State Capitol, Nashville.

TEXAS—

Wiley Blair, appointed Oct. 29, 1917. Pacific and Hawkins Sts., Dallas.

UTAH—

W. W. Armstrong, appointed Sept. 28, 1917. Box No. 1788, Salt Lake City.

VERMONT—

H. J. M. Jones, appointed Sept. 28, 1917. State House, Montpelier.

VIRGINIA—

Harry F. Byrd, appointed Nov. 8, 1917, resigned Oct. 18, 1918. Mutual Bldg., Richmond.

R. H. Angell, appointed Oct. 27, 1918. Richmond.

WASHINGTON—

David Whitcomb, appointed Sept. 29, 1917; resigned June 17, 1918. 4184 Arcade Bldg., Seattle.

Winlock W. Miller, appointed June 18, 1918. 4184 Arcade Bldg., Seattle.

WEST VIRGINIA—

J. Walter Barnes, appointed Oct. 29, 1917. Municipal Bldg., Fairmont.

WISCONSIN—

W. N. Fitzgerald, appointed Sept. 28, 1917. First Natl. Bank Bldg., Milwaukee.

WYOMING—

Augustine Kendall, appointed Oct. 29, 1917. First Natl. Bank Bldg., Rock Springs.

CUBA—

Alfred Gilbert Smith,¹ appointed Jan. 17, 1918. Ward Line, Foot Wall St., New York City.

¹ "I am advising Mr. Thompson that I am authorizing you to take such steps and issue such orders as may be necessary to effectually cooperate with his committee in overcoming the present congested condition.

"It will be necessary for you to become responsible as a member of Mr. Thompson's committee. Indeed, it is, from every point of view, desirable that as my representative you should maintain independence of action, cooperating, however, to the fullest extent with Mr. Thompson's committee." (Letter from H. A. Garfield, United States Fuel Administrator, to D. W. Kuhn, dated December 19, 1917.)

"In accordance with our arrangement today, I am advising Mr. D. W. Kuhn, your Pittsburg Administrator, that you are releasing him, for the time being, from the necessity of taking orders through you concerning the disposition of coal in the counties of Beaver, Allegheny, Westmoreland, Fayette, Green and Washington, in cooperation with Mr. Thompson's committee.

"My understanding is that you will advise him that he is to exercise this extended authority until such time as the coal situation in the above mentioned counties becomes normal, and that he is to keep you informed daily of the situation, sending copies of all orders both to you and to this office.

"For your information, I herewith enclose copy of my letter to Mr. Kuhn." (Letter from H. A. Garfield, United States Fuel Administrator to William Potter, Federal Fuel Administrator for Pennsylvania, dated December 19, 1917.)

¹ To deal with special problems presented by the Cuban fuel situation Alfred Gilbert Smith was appointed Federal Fuel Administrator for Cuba with powers and duties similar to those of Federal Fuel Administrators for the States.

Statement of United States Fuel Administrator, dated September 7, 1917, Issued as Publication No. 6 of the United States Fuel Administration, in Regard to Mode of Organization of Local Fuel Administrations.

WASHINGTON, D. C., September 7, 1917.

The Fuel Administration realizes the acute need of making immediate arrangements to apportion the coal supply and regulate the retail sale of coal. To this end the following plan has been adopted:

The Fuel Administrator is immediately to choose a representative of the Fuel Administration in each State and Territory. He will also appoint in each State, in conjunction with the State representative, a committee of citizens, who, with the representative, will assume direction of the regulation of the sale of coal in that State. No person will be appointed, either as a State representative or on any of these committees, or any of the committees mentioned below, who is connected with the local coal industry.

Each State representative as soon as appointed will choose a committee of citizens to represent the Fuel Administration in each county of the State and in each city in the State having more than 2,500 population, or such other population as the State Fuel Administrator may determine.

The State representative and the State committee will be chosen directly by the Fuel Administrator with the approval of the President.

The county committees and the city committees will be chosen directly by the State representative.

The State committee will at once ascertain the amount of coal in the State available for use during the coming winter and the amount of coal needed to meet any deficiency in the supply, based on last year's consumption.

It will be the duty of the various committees to ascertain and report to the Fuel Administration the reasonable retail margin (viz., the cost of local distribution and a reasonable dealers' profit to be allowed). This margin, when duly fixed by order, together with the cost at the mine named by the President, the transportation charge, and the jobber's commission, when sold through a jobber, will constitute the price to the consumer. The Fuel Administration will make public from its local committees in each community sufficient data to enable the individual consumer to ascertain for himself the established price.

These figures will be compiled with relation to local needs in order that the Fuel Administration may, if necessary, apportion the supply of coal with careful regard to the greatest existing needs. There are many communities to-day in which there is no supply of coal available at retail prices.

A very large proportion of the coal supply available for the coming winter is under contract. These contracts, which are allowed to stand for the present, were made prior to the President's proclamation and very largely limit the amount which may be placed on sale at retail prices based on the President's order.

It is absolutely essential, however, that a sufficient amount of coal be put on the market at once at these prices to meet the needs of domestic consumers. The Fuel Administration believes that this supply of coal can be made available and will be made available by voluntary arrangement between the operators and those with whom they have contracts, and thus make it unnecessary for the Fuel Administration to exercise or recommend the exercise of the powers provided in the Lever Act.

Letter from the United States Fuel Administrator, dated October 12, 1917, to Federal Fuel Administrators for the Several States, Defining Their Duties and Powers and Making Recommendation as to Methods of Local Organization.

WASHINGTON, D. C., October 12, 1917.

To all State Fuel Administrators:

In the administration of the duties of your office, you will be governed by the following:

State advisory committee.—The State Fuel Administrator at his earliest opportunity should organize a State Advisory Committee. The number to be appointed upon this Committee is left to the discretion of the State Fuel Administrator, depending upon local conditions, but should be reasonably small. It is desired that the administration of fuel be kept out of politics and it is therefore suggested that in the selection of Committees no one particular party be given undue preponderance over another. The test of selection should be fitness for the position and ability to secure speedy and effective results.

Local committees.—The State Fuel Administrator will also appoint with all convenient speed local committees or representatives. In general, it is suggested that a Committee be appointed for each county, but local conditions will determine the most serviceable unit. Undoubtedly, it will be found advisable in many instances to appoint City Committees, while on the other hand, in some districts, one Committee could handle several counties where the conditions are similar. Here again the number constituting these Committees is left to the discretion of the State Fuel Administrator, but it is strongly urged that for practical purpose the number be small.

The State Fuel Administrator should proceed to appoint both the State Advisory Committee and the Local Committees without first having secured the approval of the United States Fuel Administrator, but it is requested that the names of the members of the State Advisory Committee when appointed be forwarded to this office for our records.

Representatives upon both the State Advisory Committee and the Local Committee are expected to serve without compensation. All necessary expenses will, however, be paid, and the necessary clerical assistance will be provided.

The Fuel Administrator believes that men who are engaged in or directly interested in the coal business should not be appointed on either of these Committees. This does not imply any reflection upon coal dealers, but it can be readily understood that embarrassment and perhaps criticism may result from having coal dealers acting in a dual capacity. It is believed that the same advantage may be secured if reliable coal men are asked to act in an advisory capacity to the Committees.

It is suggested that the State Fuel Administrators will find it helpful to co-operate with the State Councils of Defense and Committees of Public Safety, and that it may prove helpful to use their local organizations and machinery, insofar as this may prove practicable.

Duties of local committees.—It shall be the duty of the local committees (1) to gather information regarding the supply of fuel in their several communities; (2) to ascertain the fuel needs of the communities, with special regard to the points of immediate need; (3) to investigate carefully and report AT ONCE on prices at which each size and quality of coal is sold in the community, and continue to so report at such regular intervals as the State Fuel Administrator may deem advisable; (4) to ascertain AT ONCE and report to the State Administrator the gross margin which is being charged by each dealer in each community for every size and quality of coal and whether such margin is excessive; and (5) when called upon to do so to investigate the status of contracts between jobbers or operators and the industrial plants of the community, especially where such contracts call for delivery at prices below the Presidents's price, with a view to insuring prompt deliveries under these contracts.

Recommendations as to changes in price.—The retail plan promulgated by the United States Fuel Administrator on the 1st day of October, 1917, printed as Publication No. 7, a copy of which is sent you herewith, gives a specific method by which each retail dealer may fix his retail margin. This plan is not to be modified or changed in any respect except where it is causing evident and definite injustice. Where this is found to be the fact, the local committee in the community in which the dealers affected are doing business shall immediately make a careful investigation of the facts and ascertain what is a reasonable gross margin which the retailer may properly be permitted to add to the cost of the coal to him in order to determine the retail selling price. Forms of cost sheets will be furnished to assist the local committees in ascertaining actual costs and a reasonable gross margin. The local committee shall make its recommendation as to price to the State Fuel Administrator, and if approved by him, such recommendation shall become effective immediately, and shall remain in force unless disapproved by the United States Fuel Administrator.

Powers and duties of the State Fuel Administrator.—State Fuel Administrators have no power to regulate or control coal production. All questions relating to production will be decided by the United States Fuel Administrator. This does not mean, however, that the fuel administrators, in coal producing States, should not give careful attention to the problems relating to production. They should forward to the United States Fuel Administrator any information obtained by them relating to coal production, accompanied by any recommendations which they believe will be of assistance to him in enabling him to keep in touch with the situation in each such State, especially for the purpose of carrying out the main object for which he is striving, viz., the lowest possible price to the consumer consistent with a reasonable profit to the operator.

Procuring information.—The State Fuel Administrators will be expected to forward at once to Washington any information whatever relating to the coal situation which comes to their attention which they believe will be of assistance to the United States Fuel Administrator in his work. This information should be sent in letters in which one subject only is dealt with in a single letter, in order that the information may be properly classified in the files in the office. All recommendations and conclusions stated should be substantiated always by carefully verified facts.

Conservation.—One of the most important duties of the State Fuel Administrators is to take immediate measures looking to the conservation of the fuel supply. A definite program will soon be announced, looking to this end. The conservation work of the Fuel Administration will be done in conjunction with the conservation campaigns of the Food Administration. The State Administrators should submit any suggestions which they have as to conservation measures relating to their own States or to the nation at large, and do all in their power, within the limits of their authority, to encourage the saving of fuel.

Reports.—A report from the State Administrator to the United States Fuel Administrator under separate headings should be forwarded to Washington for the present once each week. This will be in the nature of a report of progress, stating in general terms what has been done, and including a general survey of conditions within the State, with special reference to any unusual situations which may arise. As stated above, State Fuel Administrators should require reports from local representatives at regular intervals. These reports should contain a list of all the communities in the territory under the control of each representative in order that the State representative may carefully compare the prices charged in the different localities.

Construction of "Lever Act" and rulings of the Fuel Administration.—State Fuel Administrators will be asked many questions as to the meaning of the rulings of the Fuel Administrator and as to the construction to be placed on the food and fuel acts. The counsel for the Fuel Administration has advised the United States Fuel Administrator that in answer to inquiries of this sort a statement should be made that the

act and rulings are presumptively clear in their meaning; that if a situation arises which seems not to be covered by any of these rulings, or if they work a hardship, an immediate recommendation will be made that a further ruling be issued to meet the new situation.

It is not the duty of State Fuel Administrators to construe either the Lever Act or the rulings of the United States Fuel Administrator. This burden must be borne by the attorneys of the parties interested, bearing in mind, always, that it is the earnest wish of the United States Fuel Administrator to clear up, whenever possible, any uncertainty, not by advice in particular instances, but by using any instance showing hardship as a foundation for a ruling to cover all similar cases. This must be the policy of the State Fuel Administrators as well.

SOURCES OF AUTHORITY.

Lever Act.—The Fuel Administration finds its powers and is based in law upon the Act of Congress entitled "An Act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel" approved August 10, 1917, a copy of which is transmitted herewith.

Publication No. 1.—On August 23, 1917, an executive order was issued by the President, appointing Harry A. Garfield as United States Fuel Administrator, to hold office during the pleasure of the President. The State Fuel Administrators are appointed by the United States Fuel Administrator by virtue of the powers conferred upon him by this executive order. (Publication No. 1.) State Fuel Administrators will hold office during the pleasure of the United States Fuel Administrator.

Publications No. 2 and No. 4.—On August 21, 1917, the President of the United States, by an executive order, fixed the prices of bituminous coal at the mine. (Publication No. 2.) In some exceptional cases these prices have been provisionally modified by the United States Fuel Administrator, and a statement of these modifications is attached hereto. (Publication No. 4.)

Publications No. 3 and No. 4.—On August 23, 1917, the President of the United States issued a second order defining jobbers and jobbers' margins and naming a price for anthracite coal. This order is now in effect as promulgated by the President, except for the price of pea coal, which has recently been reduced by order of the United States Fuel Administrator. (Publications No. 3 and No. 4.)

Publication No. 9.—From time to time, since his appointment the United States Fuel Administrator has issued rulings or regulations construing and explaining the Lever Act and the Proclamations of the President. A copy of these rulings is sent to you herewith. (Publication No. 9.) Other such rulings may be issued in the future. These, also, will be sent to you and should receive your most careful attention.

H. A. GARFIELD,
Fuel Administrator.

Statement issued by United States Fuel Administration further defining powers and duties of Federal Fuel Administrators, dated November 12, 1917.

NOVEMBER 12, 1917.

POWERS OF STATE FUEL ADMINISTRATORS.

The most important duty of the State Fuel Administrator is to see that the supply of fuel in his State is *equitably distributed at fair prices*. It is the intention of the U. S. Fuel Administrator to see that the State Administrator is provided with the necessary authority to accomplish this result.

No attempt is here made to list these powers in detail. A distinction is to be made, however, between a power which may require legal action for its enforcement and one which may be made effective through the consent or acquiescence of the parties affected. The State Administrator is empowered to make all such reasonable regulations or arrangements of the latter type as he in his discretion may deem necessary, so long as they are not inconsistent with the general orders or rulings of the United States Fuel Administrator. But where action is desired which may require legal enforcement, or which may involve the Fuel Administrator or the Government in legal liability, authority should be obtained by telegraph, or otherwise, from the United States Fuel Administrator.

For example, the State Administrator has authority to promulgate reasonable regulations regarding local distribution. He may require dealers to deliver only a limited supply to any one customer. He may require consumers to state their supply on hand and their requirements. He may take measures to prevent hoarding. The State Administrator is authorized to proceed with measures of this character and should have no difficulty in making them effective by force of public opinion.

The second class of powers includes those which in the event of opposition, might require enforcement by legal authority. These powers may be exercised only on express authority from the United States Fuel Administrator on recommendation of the State Fuel Administrator. The State Administrator will naturally recommend the exercise of these powers with extreme caution and only in case of emergency. An example of this kind of authority is the right to divert coal from one community or consumer who is well supplied to another which is in need; also the right to take coal from one owner for the benefit of another in need.

It is believed that in the great majority of instances the State Administrator will be able by the use of his influence and with the support of public opinion to obtain action with the consent of the parties and without resort to legal action. If this is not possible, and he considers the matter imperative, he should telegraph at once to the United States Fuel Administrator the action he recommends and request the necessary authority.

For example, if he desires to divert certain coal from a consignee already well supplied to one in need, he will first seek permission from the consignee, but if this fails, he should then telegraph Washington for authority. In connection with any such diversion, he should make provision, for the question of payment, and it will greatly simplify matters if the party receiving the coal is compelled to pay cash, thereby eliminating questions of credit.

The State Administrator should also use his influence to have the diverted coal replaced at the earliest possible moment.

In all cases of emergency needs, the State Fuel Administrator is authorized to use his influence with the party furnishing the previous supply to obtain a further amount. Should these efforts prove futile, the State Administrator should call upon this office as heretofore (Department of Emergency Needs).

The State Administrator will realize that his position is one of great responsibility in these matters, and while no wrong will be permitted to be done through lack of authority, more effective and quicker results can often be obtained through cooperation than by legal action. It is believed that in the present state of public opinion, you will have no difficulty with the exercise of tact and good judgment in obtaining support and performance of any reasonable regulation you may determine upon.

FUEL ADMINISTRATION.

Letter to Federal Fuel Administrators, dated May 10, 1918, and memorandum referred to therein relating to duties of Local Committees.

MAY 10, 1918.

To all State Fuel Administrators:

Under separate cover we are forwarding you copies of a memorandum outlining the principal duties of Local Committees.

Suggestions and instructions relative to the establishment of equitable and just maximum retail gross margins are also contained in this memorandum and we believe they will greatly aid those Committees who have not carefully investigated, since April 1, 1918, and recommended to you what maximum retail gross margins should be established for their district.

In those States or districts where equitable and just maximum retail gross margins have been established since April 1st, the information and instructions, of course, will not be of any assistance until a revision of the margins now established becomes necessary.

Will you please forward a copy of this memorandum to each Local Committee?

Yours very truly,

UNITED STATES FUEL ADMINISTRATION,
States Organization Division.

By WALTER E. HOPE.

MEMORANDUM REGARDING DUTIES OF LOCAL COMMITTEES.

(Whenever the words "Local Committees" are used they shall be taken to mean either Local Committees or Local Administrators, as the case may be.)

The task of local fuel committees, generally speaking is to see that there is an adequate supply of fuel in their districts, that such supply is equitably distributed, and that the prices charged are fair to both the consumers and the retail coal dealers. With these purposes in view the duties of the local committees may be summarized as follows:

(1) Supply of fuel.

- (a) To gather information regarding the supply of fuel in their several communities, and to ascertain the fuel requirements of their communities with special regard to the points of immediate needs.
- (b) To report to the State Fuel Administrator any shortage or threatened shortage, in order that it may be relieved as early as possible.

(2) Regulations of the U. S. and State Fuel Administrators.

- (a) To see that the regulations of the United States Fuel Administrator and of the State Fuel Administrator are carried out in their districts.
- (b) To investigate and report to the State Fuel Administrator all violations of the regulations.

(3) Miscellaneous.

- (a) To cooperate with the State Fuel Administrator in an effort to see that cars of coal are unloaded with the least possible delay, and to report any undue delays in unloading.
- (b) To conduct a campaign for the purpose of securing the utmost economy in the use of fuel for both domestic and industrial purposes.
- (c) To inform the public, through the newspapers, respecting all matters and regulations of the United States Fuel Administration which might assist them in solving their fuel problems.
- (d) To make recommendations or suggestions from time to time to the State Fuel Administrator as to general practices, methods and policies with special reference to local conditions.

(4) Retail gross margins.

One of the Local Committee's most important duties is the establishment of retail gross margins, and it is thought advisable to offer some practical suggestions on this subject.

The United States Fuel Administration's Publication No. 7, of October 1, 1917, was issued chiefly as an emergency measure. At that time there was an urgent need for some method by which retail prices could be regulated until the state Fuel Administrators were appointed. The United States Fuel Administration realized that as soon as local committees were organized they would be in a position to establish gross margins by a more exact method than the one outlined in Publication No. 7.

Local Committees are, therefore, advised that if the retail margins established in their district are based on the rules and regulations set forth in Publication No. 7, they should immediately make a careful investigation to ascertain whether this plan is causing evident and definite injustice. If it is found that the gross margins established by Publication No. 7 are not equitable and just to both the consumer and retailer, the Local Committee should then make a careful investigation of the facts and recommend to the State Fuel Administrator, for his approval, revised retail gross margins which the retailers in their district may add to the cost of the coal or coke to them in order to determine the maximum retail selling price.

If the retail gross margins, heretofore established, were based on abnormal conditions, Local Committees should also now carefully investigate with a view to establishing retail gross margins based on the retailer's cost of conducting his business at least for the period of April 1, 1917, to April 1, 1918.

"Gross Margin", as used in these instructions, is the sum which, added to the average cost of a retailer's coal or coke supply alongside his wharf, pocket or water yard, when such coal or coke is received by him by water, or to the average cost of coal or coke to such retailer at wholesalers' pockets, trestles, railroad sidings, mines, tipples, dumps, docks, yards or wharves, determines the maximum price at which the coal may be sold. The items which enter into the cost of the coal to the retailer are:

1. The price at the mine.
2. Transportation charges.
3. War tax.
4. Commission allowed a purchasing agent if it is a bona fide transaction.

The retail gross margin includes:

1. The retailer's expense of unloading and yard expense.
2. Delivery expense.
3. General expense.
4. Degradation.
5. Net profit.

In general, it is advisable that every Local Committee should establish, subject to the approval of the State Fuel Administrator, two gross margins, one for coal sold at the retailer's yard or bin and one for sidewalk or chute delivery direct from the wagon or truck. Extra charges that the retailer may be permitted to add to the sidewalk or chute delivery price to the consumer should be also established for deliveries in less than one-ton lots or for extra delivery services, such as wheeling or carrying coal to cellar or carrying coal upstairs. In many districts it will probably be necessary to make other allowances than those referred to above, but this is a matter which should be decided by the Local Committees according to conditions in their districts, subject to the approval of the State Fuel Administrator.

The retail coal business varies so greatly from one city to another that, generally speaking, it is not good practice to apply the same margin to more than one community without additional investigation. There are instances, of course, where conditions throughout a given district will be such that the same margin is applicable for all dealers within the district, or where two cities with the same population require the

same gross margins. In general; however, margins for each city should be based on data representing the conditions in that particular city.

Before equitable gross margins can be established it is essential that you obtain the most accurate data available from the retailers representing the costs of the retail coal business in your district. Gross margins should not be based on the costs of the inefficient retailer nor should they be based on the costs of the most efficient dealer, but they should be based on the costs of the majority of the reasonably efficient retailers. This may appear unjust to the retailer with the high costs, but it must be remembered that even in normal periods certain retailers are unable to make a reasonable net profit on their coal business. The Local Committees are responsible, not only to the retailers but to the general public, and should not assist in maintaining an uneconomical business by the establishment of prices which are unjust to the public.

(5) The retail coal dealer's costs can be divided into:

1. Yard expense, defined as follows: Cost of unloading coal, salaries and wages of yard force, and miscellaneous yard expense.
2. Delivery expense, defined as follows: Salary and wages of delivery forces, cost of maintaining trams, wagons and trucks used exclusively for coal delivery purposes.
3. General expense, defined as follows: Salary of officers or proprietor and other office force, lights, insurance, taxes, advertisements and miscellaneous office expense.
4. Degradation and shrinkage, defined as follows: Loss on account of increased percentage of slack in prepared sizes, and also loss in weights, due to shipping and handling.

Where other business is handled in connection with the retail coal business the Local Committees should be careful to note that only the actual cost of handling coal is submitted.

The Local Committees should carefully scrutinize the salaries of officers and see if the service rendered and the tonnage handled merit such a charge. Item No. 3, General Expense, might be called the secondary expense of a retail coal dealer. Whenever a concern reports a General Expense charge that amounts to more than one-third of the charges for unloading, yardage and delivery, a careful investigation should be made to ascertain if such a claim is just.

When considering the loss occasioned to a concern because of degradation, the Local Committee should take into consideration that the percentage of coal which degrades is not a total loss, but that the loss occasioned to the retailer by degradation is only the difference between the cost of that kind of coal which he bought and the cost of that kind at the retailer's yard, which corresponds to his degraded size.

If the retailers in any district satisfy the Local Committee that it is impossible for them, without the aid of accountants, to submit their expenses, tonnage and income in conformity to Form # 2, heretofore sent you, the Local Committee may be able to secure the information needed by having typewritten or printed a list of questions, asking, along with any other information they desire, for such detailed information in regard to the costs of retailing coal, the amount of tonnage handled, and the amount of the retailers investment, as they may deem necessary. These questions should be sent to each dealer to be answered by him under oath and returned within a specified time.

Forking of coal should be discouraged when the quality of prepared sizes and run of mine are such that it can be economically burned without forking.

Reports as to the cost of coal, gross margins and selling prices should be obtained monthly from all retailers, and the retailers should be compelled to post up and maintain in their places of business, accessible to their customers, the Government price as fixed at the mine or oven for each grade and kind of coal or coke handled, transportation charges, the maximum gross margins established, and the retail selling prices.

As soon as the Local Committee's recommendations relative to the gross margins to be established have been approved by the State Fuel Administrator, it is your duty to see that (1) the retailers are immediately notified of the retail gross margins which have been established, (2) that these margins are strictly adhered to, and (3) to report any violations thereof to the State Fuel Administrator.

UNITED STATES FUEL ADMINISTRATION,
States Organization Division.

By W. E. HORE.

Section 2.—District Representatives.

Statement of United States Fuel Administrator Dated December 21, 1917, as to Duties and Powers of Deputy Distributors, Afterwards Called District Representatives.

The appointment of Mr. D. R. Lawson as a Deputy Distributor of the United States Fuel Administrator in the Fairmont District of Virginia marks a further step in the plan of decentralization of the Fuel Administration and promises more effective co-operation between the Fuel Administration, the coal producers, and the railroads. Mr. Lawson's appointment was made after assurances had been received from Mr. C. H. Jenkins, President of the West Virginia Coal Operator's Association, that the appointment would be satisfactory to the Association and to all the operators concerned. It is the policy of the United States Fuel Administrator to appoint as Deputy Distributors only men familiar with the coal industry and acceptable to the coal producers of the district in which each is appointed.

The Deputy Distributors are not to be confused with the Fuel Administrators, whose duties and responsibilities remain as heretofore. The duty of the Deputy Distributor is to facilitate the shipment of coal to meet emergencies on requests and orders from the United States Fuel Administrator and from the State Fuel Administrators, to make equitable allotment of such orders among operators, and to keep the Fuel Administration at Washington informed of conditions in each producing district. Authority is not given to the Deputy Distributors to determine priority of needs, nor to prefer one consignee over another. This authority is reserved to the United States Fuel Administrator and, when so authorized, to the State Fuel Administrators. *It is to be noted that the agency is intended primarily to meet emergency needs.* Under normal conditions, the purchaser will be left as free as the war emergency permits to deal directly with the operators producing the coal.

A Deputy Distributor will eventually be appointed in each producing district. The plan contemplates also the designation of a representative of the railroads to advise with the Deputy Distributor in each producing district, and the Executive Committee of the American Railway Association has been asked through its chairman, Mr. Fairfax Harrison, to cooperate by appointing such representatives.

H. A. GARFIELD.

Form of Letter of Appointment of District Representatives.

DEAR SIR: To facilitate the apportionment and distribution of bituminous coal and to assure prompt and equitable allotment of emergency orders among shippers, you are hereby appointed District Representative of the U. S. Fuel Administrator in for the purpose named below.

You are directed to establish the necessary organization to properly conduct the activities of this office.

- (1) On receipt of requests for fuel from State Fuel Administrators and on receipt of requests and orders for fuel from the U. S. Fuel Administrator, to allot such requests and orders to the individual shippers and mines in the above named area as equitably as possible, and with a view to securing prompt compliance with such orders without undue hardship to individual shippers.

- (2) To report to the U. S. Fuel Administrator in detail on each request received from State Administrators and describe the action taken, including the name of the shippers or mine to which the request or order was allotted.
- (3) To arrange with each individual shipper and mine in your district for notice to you of production, working time, free coal, and shipments.
- (4) To compile reports of production, working time, car supply, shipments, and free coal and to report such figures to Washington in totals at the close of each week, beginning at once. Forms for reporting this information will be forwarded to you as soon as prepared.
- (5) To comply with all instructions issued by the U. S. Fuel Administrator governing the conduct of your office and to recommend to the U. S. Fuel Administrator, from time to time, any changes in practice which might result in more efficient administration.

Your appointment as above is to continue at the pleasure of the U. S. Fuel Administrator and may be terminated by him at any time, as the exigencies of the business may require or as his judgment may deem proper.

All reports and communications regarding the operation of your office should be addressed to Mr. U. S. Fuel Administration, Washington, D. C.¹

At least until other arrangements are established, it is understood that the expense of conducting your agency will be borne by the individual shippers and mines in your district under a co-operative arrangement to be established and agreed upon by them.²

Please confirm at once by wire your acceptance of this appointment.

Yours very truly,

(Signed) H. A. GARFIELD,
U. S. Fuel Administrator.

Form of Notice to Shippers of Appointment of District Representatives.

To all shippers of bituminous coal in

GENTLEMEN: Enclosed you will find copy of a letter appointing Mr., at, District Representative of the U. S. Fuel Administration for the coal fields of, to serve as representative of all individual shippers and mines in that area. He will receive requests from State Fuel Administrators, and orders and requests from the U. S. Fuel Administration for the shipment of bituminous coal for emergency use, and will allot such requests and orders among the mines, shippers, and operators in his producing district in a manner which in his judgment will prove most equitable.

Until further notice you are instructed to refer any requests or orders for fuel received from any other members of the U. S. Fuel Administration to Mr. for action.

The proper discharge of Mr.'s duties will require a hearty co-operation on your part and prompt compliance with his requests. It will be necessary for you to furnish him with certain statistical data, which he will treat confidentially.

This appointment has been made to facilitate the operation of your business, and therefore to aid in meeting a national emergency. It is done with the full belief that the appointment of one man to represent all individual shippers and mines in your district, who by reason of his proximity and familiarity with the business will

¹ Until January 24, 1918, the name appearing in this paragraph was that of Mr. L. A. Snead. On that date the name of Mr. J. D. A. Morrow was substituted. On and after March 20, 1918, the name of Mr. A. W. Calloway was substituted for Mr. Morrow's name.

² This paragraph was omitted in letters of appointment issued after March 28, 1918.

be in a position to allot the Administration's orders to the best advantage, will very greatly facilitate our efforts to meet the urgent requirements of the consumers.

Yours very truly,

H. A. GARFIELD,
U. S. Fuel Administrator.

List of District Representatives and Assistant District Representatives with Dates of Appointment and Definition of Territory Covered by the Particular District.

District No. 1. Central Pennsylvania.—Comprises three sections of the coal fields of central Pennsylvania.

Section A. Huntingdon and Bedford Counties—operations in Somerset County served by the Pennsylvania Railroad and operations on the Pennsylvania Railroad between Cresson and Blairsville as well as the South Fork Division and the Indiana Branch.

Section B. Center County—Cambria County (except that part listed above) Eastern part of Indiana County and all operations in Clearfield County tributary to the New York Central and Pennsylvania Railroads.

Section C. Operations on the Buffalo, Rochester & Pittsburgh Railroad in the western half of Indiana County. Operation in Armstrong County on and tributary to the Buffalo, Rochester & Pittsburgh Railroad and the Buffalo and Susquehanna Railroad. Operations in Clearfield County tributary to the Buffalo, Rochester & Pittsburgh Railroad, also Jefferson, Elk, McKean, Cameron and Clinton Counties.

Dist. Rep. J. P. Cameron, Altoona, Pa., Jan. 30, 1918.

Asst. Dist. Rep. Sec. A, John Lloyd, Jr., Altoona, Pa., Jan. 30, 1918.

Asst. Dist. Rep. Sec. B, Harry B. Scott, Philipsburg, Pa., Jan. 30, 1918.

Asst. Dist. Rep. Sec. C, Samuel A. Rinn, Punxsutawney, Pa., Jan. 30, 1918.

District No. 2. Western Pennsylvania north of Pittsburgh.—Comprises the coal fields of Pennsylvania in Armstrong, Butler, Clarion and Mercer Counties and the northeastern section of Lawrence County and the extreme southwestern corner of Indiana County along the Pennsylvania Railroad.

Dist. Rep. F. B. Reimann, Butler, Pa., Jan. 28, 1918.

District No. 3. Pittsburgh and Panhandle District.—Comprises the coal fields of Pennsylvania in Allegheny, Greene and Washington Counties, Westmoreland County west of and along the Youghiogheny River, and the extreme northwestern corner of Fayette County. On February 19, the four Panhandle Counties of West Virginia—Brooke, Hancock, Ohio, and Marshall—were transferred from District No. 6, and became a part of District No. 3.

Dist. Rep. R. W. Gardiner, Pittsburgh, Pa., Jan. 28, 1918.

District No. 3A. Westmoreland; Irwin Gas Coal, Ligonier, Latrobe, Greensburg.—Comprises Westmoreland County, Pennsylvania, on the Pennsylvania Railroad, main line and branches, north of Ruffsedale, excepting Sewickley branch connecting at Youngwood, between Pitcairn and Blairsville intersection. This does not include mines on the Pittsburgh Division of the Baltimore & Ohio, or river mines on the Youghiogheny River.

Dist. Rep. Julian B. Huff, Greensburg, Pa., March 29, 1918 (resigned).

Dist. Rep. George H. Francis, Greensburg, Pa., October 28, 1918.

District No. 3B. Connellsville Region.—Comprises Fayette County, Pennsylvania, south and west of a line from Banning Station through Whitsett Junction to Browns-ville, except operations on the Baltimore & Ohio at and east of and connecting at Indian Creek; also operations in Westmoreland County, Pennsylvania, on the Pennsylvania Railroad at and south of Ruffsedale, and operations on the Sewickley branch connecting at Youngwood; also operations on the Baltimore & Ohio in Westmoreland County on the Mount Pleasant branch, connecting at Broadford, but not including operations on the Baltimore & Ohio along the Youghiogheny River or river mines on the Youghiogheny River.

Dist. Rep. C. E. Lenhart, Uniontown, Pa., April 9, 1918.

Asst. Dist. Rep. W. L. Byers, Uniontown, Pa., April 9, 1918.

Asst. Dist. Rep. R. M. Fry, Uniontown, Pa., April 9, 1918.

Asst. Dist. Rep. J. M. Jamison, Greensburg, Pa., April 9, 1918.

District No. 4. Somerset-Meyersdale, Pa.; Cumberland-Piedmont and Upper Potomac, Md. and W. Va.—Comprised from Feb. 2, 1918 to Feb. 27, 1918, the coal fields of Somerset County, Pennsylvania, on or tributary to the Baltimore and Ohio Railroad. On that date additional territory as follows was included: the coal fields in Maryland, and in Mineral, Grant, and Tucker Counties, West Virginia.

Dist. Rep. John C. Brydon, Cumberland, Md., Feb. 2, 1918.

Asst. Dist. Rep. J. Howard Magee, Cumberland, Md., Mar. 15, 1918.

General Assistant for entire district.

Asst. Dist. Rep. D. M. Carl, Cumberland, Md., Mar. 15, 1918. (Resigned.)

For operations in Maryland and in Mineral, Grant, and Tucker Counties, West Virginia.

Asst. Dist. Rep. J. M. Cover, Cumberland, Md., Mar. 15, 1918. For operations in Somerset County on or tributary to the Baltimore & Ohio and Western Maryland Railroads; and in the Indian Valley District in Fayette and Westmoreland counties, Pennsylvania.

District No. 5. Fairmont-Clarksburg.—Comprises the coal fields of the following counties of West Virginia: Barbour, Braxton, Gilmer, Harrison, Nicholas (Gauley District of B. & O.), Lewis, Marion, Monongalia, Preston, Randolph, Taylor, Upshur, and Webster.

Dist. Rep. D. R. Lawson, Fairmont, West Virginia, Dec. 21, 1917.

District No. 6. Eastern and Central Ohio.—Comprises the coal fields of Belmont, Columbiana, Carroll, Coshocton, Guernsey, Harrison, Jefferson, Mahoning, Noble, Portage, Stark, Tuscarawas and Wayne Counties of Ohio. This district originally included also Brooke, Hancock, Ohio, and Marshall counties of West Virginia, but on Feb. 19, 1918, these counties were transferred to District No. 3.

Dist. Rep. J. B. Zerbe, Cleveland, Ohio, Jan. 24, 1918. (Resigned.)

Dist. Rep. D. F. Hurd, Marion Bldg., Cleveland, Ohio, Mar. 29, 1918.

District No. 6-b. Michigan.—Comprises the coal fields of Michigan.

Dist. Rep. Arthur B. Fancher, Bay City, Mich., March 5, 1918. (Resigned.)

Dist. Rep. Walter I. Foss, Bay City, Mich., October 8, 1918.

District No. 7. Southern Ohio.—Comprises the Crooksville, Hocking, Jackson, Pomeroy, and Ironton coal fields of Southern Ohio and in Mason County, West Virginia.

Dist. Rep. W. D. McKinnèy, 44 E. Broad St., Columbus, O., Jan. 7, 1918.

District No. 8A. Big Sandy and Elkhorn.—Comprises the Big Sandy and Elkhorn coal fields of Northeastern Kentucky, comprising Boyd, Carter, Floyd, Johnson and Letcher Counties and Pike County, except operations on the N. & W. Ry.

Dist. Rep. C. M. Roehrig, Ashland, Ky., Jan. 29, 1918.

District No. 8B. Hazard.—Comprised to Sept. 3, 1918, the Hazard field in Perry, Breathitt, and Lee Counties, Kentucky. On Sept. 3, 1918, the coal fields in Morgan County, Kentucky, were added to the district.

Dist. Rep. R. A. Hord, Lexington, Ky., Jan. 28, 1918.

District No. 9. High Volatile Fields of Southern West Virginia.—Comprises the coal fields of the following counties of West Virginia: Boone, Clay, Logan, Lincoln, Wayne, Mingo, Kanawha, Putnam, and Nicholas (Gauley District C. & O.) and, also, that part of Pike and Martin Counties in the State of Kentucky which is served by the Norfolk & Western Railway and its branches.

Dist. Rep. A. H. Land, Huntington, West Virginia, Jan. 3, 1918.

District No. 10A. New River and Winding Gulf.—Comprises the New River coal field in southern West Virginia comprising operations on the Chesapeake and Ohio Ry. south and east of Hawk's Nest, and all operations on the Virginian Railroad.

Dist. Rep. W. R. Zimmerman, Charleston, W. Va., Jan. 29, 1918.

District No. 10B. Tug River and Pocahontas Fields, W. Va., and Virginia Anthracite Field.—Comprises the Tug River and Pocahontas coal fields in southern West Virginia, and the Virginia anthracite fields in Virginia, comprising all operations on or tributary to the Norfolk and Western Railway in West Virginia east of Panther and embracing Mercer county and parts of McDowell and Wyoming counties West Virginia, and Montgomery, Pulaski and Tazewell (east of Richlands on the N. & W.) counties, Virginia. This district originally included also the Clinch Valley coal fields in Virginia extending along the N. & W. Ry. as far west as Coulwood, but on Feb. 20, 1918, these fields were transferred to District No. 11.

Dist. Rep. E. J. Howe, Bluefield, West Virginia, Jan. 29, 1918.

District No. 11. Clinch Valley and Southwestern Virginia.—Comprises the coal fields of southwestern Virginia in Dickinson, Lee, Wise, and Russell counties, and Tazewell county from Richlands west. On Feb. 20, 1918, the Clinch Valley coal fields in Virginia east of Coulwood were transferred from District No. 10B and became a part of District No. 11.

Dist. Rep. G. D. Kilgore, Norton, Va., Feb. 4, 1918.

District No. 12. Southeastern Kentucky, Tennessee, and Georgia.—Comprises the coal fields of Georgia, Tennessee, and the counties of Bell, Harlan, Knox, Whitley, McCreary and Laurel in Kentucky. On March 22, 1918, operations in Clay County, Kentucky were added to District No. 12.

Dist. Rep. E. R. Clayton, Knoxville, Tenn., Jan. 23, 1918.

District No. 13. Alabama.—Comprises the coal fields of Alabama.

Dist. Rep. E. A. Holmes, Birmingham, Alabama, Jan. 7, 1918.

District No. 14. Western Kentucky.—Comprises the coal fields of western Kentucky.

Dist. Rep. C. E. Reed, Inter-Southern Bldg., Louisville, Ky., Feb. 12, 1918.

District No. 15.¹ Indiana.—Comprises the coal fields of Indiana.

Dist. Rep. C. G. Hall, Trust Bldg., Terre Haute, Ind., Jan. 7, 1918.

Asst. Dist. Rep. Jonas M. Waffle, Sec. Indiana Bituminous Coal Trade Bureau, Terre Haute, Indiana, March 19, 1918.

Asst. Dist. Rep. C. J. Fletcher, Sec. Knox County Coal Operators' Association, Merchant's Bk. Bldg., Indianapolis, Ind. Mar. 19, 1918.

Asst. Dist. Rep. H. W. Little, Sec. Southern Indiana Coal Bureau, Room 510, Old State Bk. Bldg., Evansville, Ind., March 19, 1918.

Asst. Dist. Rep. Eugene Wardlaw, Sec. Block Coal Producers' Ass'n, Brazil, Ind., March 19, 1918.

District No. 16.¹ Illinois.—Comprises the coal fields of Illinois.

Dist. Rep. F. C. Honnold, 2018 Fisher Bldg., Chicago, Ill., Mar. 19, 1918.

District No. 17. Iowa, Missouri, Kansas, Arkansas, Oklahoma and Texas.—Comprises the coal fields of the above mentioned states.

Dist. Rep. H. N. Taylor, Keith & Perry Bldg., Kansas City, Mo., Feb. 6, 1918.

Asst. Dist. Rep. D. F. Cushing, 404 Polk Bldg., Des Moines, Iowa, Feb. 19, 1918, for Iowa.

Asst. Dist. Rep. Chas. Markham, Leslie Bldg., Kansas City, Mo., Feb. 19, 1918, for Missouri and Kansas.

¹ On March 19, 1918, Districts 15 and 16 were consolidated and placed under the jurisdiction of Dr. Honnold, Mr. Hall becoming deputy District Representative under Dr. Honnold, and Messrs. Waffle, Fletcher, Little, and Wardlaw were appointed assistants to Dr. Honnold for Indiana.

On May 18, 1918, Indiana was again denominated a separate district as District 15, and Mr. Hall again became District Representative.

Asst. Dist. Rep. J. G. Puterbaugh, McAlester, Oklahoma, Feb. 19, 1918, for Arkansas.

Asst. Dist. Rep. J. W. Hinton, Henryetta, Feb. 19, 1918, for Oklahoma.

Asst. Dist. Rep. W. H. John, Bridgeport, Texas, Feb. 19, 1918, for Texas.

District No. 18.¹ Lake Superior and Lake Michigan Docks.—Comprises the bituminous and anthracite coal supply on the docks of Lake Superior and on the west shore of Lake Michigan.

Dist. Rep. W. H. Goverman, 1015 Plymouth Bldg., Minneapolis, Minn., Mar. 1, 1918.

District No. 19. Montana and Northern Wyoming.—Comprises the coal fields of Montana and the counties of Fremont, Hot Springs, Natrona, Converse, Niobrara, Weston, Campbell, Crook, Johnson, Sheridan, Big Horn, Washakie and Park, in Wyoming.

Dist. Rep. Walter B. Innes, Billings, Montana, June 22, 1918.

District No. 20. Utah and Southern Wyoming.—Comprises the coal fields of Utah, and the counties of Lincoln, Uinta, Sweetwater, Carbon, Albany, Laramie, Goshen and Platte, in Wyoming.

Dist. Rep. Moroni Heiner, Salt Lake City, Utah, June 22, 1918.

Asst. Dist. Rep. D. H. Pape, Ogden, Utah, June 22, 1918, Southern Wyo.

Asst. Dist. Rep. A. D. Pierson, Salt Lake City, Utah, June 22, 1918, Utah.

District No. 21. Colorado.—Comprises the coal fields of Colorado.

Dist. Rep. Geo. D. Kimball, Denver, Colorado, June 11, 1918.

District No. 22. New Mexico.—Comprises the coal fields of said state.

Dist. Rep. J. Van Houten, Albuquerque, N. M., June 11, 1918.

District No. 23. Washington.—Comprises the coal fields of said state.

Dist. Rep. D. C. Botting, 608 Lyon Bldg., Seattle, Wash., Apr. 18, 1918.

Section 3.—District Coke Representatives.

Form of letter of appointment of District Coke Representatives.

DEAR SIR: To facilitate the apportionment and distribution of coke, and assure prompt and equitable allotment of emergency orders among shippers, you are hereby appointed District Coke Representative of the U. S. Fuel Administration. You are directed to establish the necessary organization to properly conduct the activities of this office, which are as follows:

1. On receipt of requests and orders for coke from the U. S. Fuel Administrator, to allot such requests and orders to individual shippers as equitably as possible, and with a view to securing prompt compliance with such orders without undue hardship to individual shippers.

2. To report to the U. S. Fuel Administrator in detail on each request received and describe the action taken including the name of the shipper to which the request or order was allotted.

3. To comply with all instructions issued by the U. S. Fuel Administration governing the conduct of your office and to recommend to the U. S. Fuel Administrator, from time to time, any changes in practice which might result in more efficient administration.

Your appointment as above is to continue at the pleasure of the U. S. Fuel Administrator and may be terminated by him at any time as the exigencies of the business may require or as his judgment may deem proper.

¹ To the usual form of notice to shippers the following paragraph is added:

"It will be noted that the duties of Mr. Goverman as District Representative do not differ materially from those which he has had since he was appointed to represent me in this work on November 24, 1917."

All reports and communications regarding the operation of your office should be addressed to Mr. Warren S. Blauvelt, U. S. Fuel Administration, Washington, D. C.

At least until other arrangements are established, it is understood that the expense of conducting your agency will be borne by the individual shippers in your district under a cooperative arrangement to be established and agreed upon by them.

Please confirm at once by wire your acceptance of this appointment.

Yours very truly,

H. A. GARFIELD,
United States Fuel Administrator.

List of District Coke Representatives and Assistant District Representatives with Dates of Appointment and Definition of Territory Covered by the Particular District.

Connellsville Region.—Dist. Rep. C. E. Lenhart, Uniontown, Pa., April 9, 1918. Asst. Dist. Rep. J. M. Jamison, Greensburg, Pa., April 9, 1918. Asst. Dist. Rep. R. M. Fry, Uniontown, Pa., April 9, 1918.

Lower Peninsula of Michigan and Ohio.—Dist. Rep. James A. Ballard, Detroit, Mich., April 1, 1918.

Indiana, Illinois, Missouri, Wisconsin, Upper Peninsula of Michigan, Iowa, Minnesota, North Dakota, South Dakota, Nebraska and Kansas.—Dist. Rep. James A. Galligan, Chicago, Ill., April 1, 1918.

Section 4.—District Charcoal Representatives.

Letter of appointment of F. J. Goodfellow, as District Charcoal Representative for the District Bounded on the North by the International Boundary, on the East by the Atlantic Ocean, on the South by the Northern Boundaries of South Carolina, Georgia, Alabama, and Mississippi, and on the West by the Mississippi River.

MAY 22, 1918.

MR. F. J. GOODFELLOW,
c/o National Wood Chemical Association, Bradford, Pa.

DEAR SIR: To facilitate the apportionment and distribution of charcoal in carload lots and assure prompt and equitable allotment of emergency orders for Government purposes among shippers, you are hereby appointed District Charcoal Representative of the U. S. Fuel Administration for the district bounded on the North by the International Boundary, on the East by the Atlantic Ocean, on the South by the Northern Boundaries of South Carolina, Georgia, Alabama and Mississippi and on the West by the Mississippi River. You are directed to establish the necessary organization to properly conduct the activities of this office, which are as follows:

1. On receipt of requests and orders for charcoal from the U. S. Fuel Administrator, to allot such requests and orders to individual shippers as equitably as possible, and with a view to securing prompt compliance with such orders without undue hardship to individual shippers.

2. To report to the U. S. Fuel Administrator in detail on each request received and describe the action taken including the name of the shipper to which the request or order was allotted.

3. To comply with all instructions issued by the U. S. Fuel Administration governing the conduct of your office and to recommend to the U. S. Fuel Administrator, from time to time, any changes in practice which might result in more efficient administration.

Your appointment as above is to continue at the pleasure of the U. S. Fuel Administrator and may be terminated by him at any time, as the exigencies of the business may require or as his judgment may deem proper.

All reports and communications regarding the operation of your office should be addressed to Mr. Warren S. Blauvelt, U. S. Fuel Administration, Washington, D. C.

At least until other arrangements are established, it is understood that the expense of conducting your agency will be borne by the individual shippers in your district under the cooperative arrangement to be established and agreed upon by them.

Kindly acknowledge receipt, notifying me of your acceptance of this appointment by wire.

Yours very truly,

H. A. GARFIELD,

United States Fuel Administrator.

Section 5.—Anthracite Committee.

Letter of Appointment of Committee on Anthracite Coal.

MARCH 5, 1918.

MESSRS. JOSEPH B. DICKSON, S. D. WARRINER, W. J. RICHARDS,
437 Chestnut Street, Philadelphia, Pa.

GENTLEMEN: To facilitate the apportionment and distribution of anthracite coal and to assure prompt and equitable allotment of orders among the shippers, you are hereby appointed as joint representative of the United States Fuel Administrator in the anthracite coal fields of Pennsylvania.

Your duties are, subject to the direction of the United States Fuel Administration, to stimulate production, catalogue the requirements of the Government and the public, apportion the supply among the various states and communities, and the amount thereof to be furnished by the several producers; subject to the direction of the Director General of Railroads, advise as to the routing and distribution of the coal from the time it leaves the mines until delivered in the various states and communities; and perform such other duties as will be helpful in promoting an adequate supply and distribution of coal to the consuming public, and as may from time to time be required by the Fuel Administration.

State Administrators will confer with you regarding all questions which may arise relative to supply and distribution of coal to the several communities within their jurisdiction.

It is believed that with this method unnecessary diversions of coal in transit will be avoided; and that each community will receive its equitable proportion of the total mine output and become responsible for its economical use.

Local State Administrators will direct the distribution of the coal for household purposes after it is delivered to the retail dealer the object of this being that each consumer will receive his fair supply of coal.

You will comply with all instructions issued by the U. S. Fuel Administrator governing the conduct of your office, furnish such data and information as he may from time to time require, and recommend to the U. S. Fuel Administrator, from time to time, any changes in practice which may result in more efficient administration.

Your appointment as above is to continue at the pleasure of the U. S. Fuel Administrator and may be terminated by him at any time, as the exigencies of the business may require or as his judgment may deem proper.

All reports and communications regarding the operation of your office should be addressed to Mr. J. D. A. Morrow, U. S. Fuel Administration, Washington, D. C.

Please confirm your acceptance of this appointment.

Yours very truly,

H. A. GARFIELD,

United States Fuel Administrator.

CHAPTER II.

ORDERS AND REGULATIONS RELATING TO THE PRICE OF COAL.¹

TITLE I.

MINE PRICES OF BITUMINOUS COAL.

Section 1.—Orders Specifically Fixing Prices of Bituminous Coal at the Mine.

Subsection A.—President's Order of August 21, 1917.

*Executive Order of the President of August 21, 1917, Effective Evening of August 21, 1917, Fixing Provisional Prices for Bituminous Coal at the Mine, Issued as Publication No. 2 of the United States Fuel Administration.*²

THE WHITE HOUSE,
Washington, 21 August, 1917.

The following scale of prices is prescribed for bituminous coal at the mine in the several coal-producing districts. It is provisional only. It is subject to reconsideration when the whole method of administering the fuel supplies of the country shall have been satisfactorily organized and put into operation. Subsequent measures will have as their object a fair and equitable control of the distribution of the supply and of the prices not only at the mines but also in the hands of the middlemen and the retailers.

The prices provisionally fixed here are fixed by my authority under the provisions of the recent act of Congress regarding administration of the food supply of the country, which also conferred upon the Executive control of the fuel supply. They are based upon the actual cost of production and are deemed to be not only fair and just but liberal as well. Under them the industry should nowhere lack stimulation.

WOODROW WILSON.

¹ This chapter deals with the general subject of the price of coal. It includes orders specifically fixing mine prices for anthracite and bituminous coal, including lignite and orders of general application to all such mine prices. It includes regulations in regard to wagon-mine prices. It includes premiums to be added to mine prices for special varieties of coal, such as cannel coal and coal for special purposes, such as smithing coal and bunker and export coal. It includes orders relative to the prices for coal received by water at docks on Lake Michigan and Lake Superior. It includes regulations in regard to the premium to be added for specially prepared coal, and the deduction to be made for coal not properly cleaned under the clean coal orders. It includes all regulations in regard to contracts made both before and after the dates of the Executive orders of Aug. 21 and Aug. 23, 1917, since those regulations affect the price at which coal may be sold. It excludes all orders relative to jobbers and licensed distributors, for which see *infra*, Chapter III, Title IX. It also excludes orders relating to the prices of coke, charcoal, crude petroleum and its products, and natural gas.

² In Paragraph 1 of Publication 5 of the United States Fuel Administration, issued Sept. 6, 1917, the following ruling was made as to the effective date of the above order:

"The President's order fixing prices became effective for bituminous coal Tuesday evening, Aug. 21, 1917."

	Run of mine.	Pre- pared sizes.	Slack or screen- ings.		Run of mine.	Pre- pared sizes.	Slack or screen- ings.
Pennsylvania.....	\$2.00	\$2.25	\$1.75	Indiana.....	\$1.95	\$2.20	\$1.70
Maryland.....	2.03	2.25	1.75	Illinois.....	1.95	2.20	1.70
West Virginia.....	2.00	2.25	1.75	Illinois (third vein).....	2.40	2.65	2.15
West Virginia (New River).....	2.15	2.40	1.90	Arkansas.....	2.65	2.90	2.40
Virginia.....	2.00	2.25	1.75	Iowa.....	2.70	2.95	2.45
Ohio (thick vein).....	2.00	2.25	1.75	Kansas.....	2.55	2.80	2.30
Ohio (thin vein).....	2.35	2.60	2.10	Missouri.....	2.70	2.95	2.45
Kentucky.....	1.95	2.20	1.70	Oklahoma.....	3.05	3.30	2.80
Kentucky (Jellico).....	2.40	2.65	2.15	Texas.....	2.65	2.90	2.40
Alabama (big seam).....	1.90	2.15	1.65	Colorado.....	2.45	2.70	2.20
Alabama (Pratt, Jaeger, and Corona).....	2.15	2.40	1.90	Montana.....	2.70	2.95	2.45
Alabama (Cahaba and Black Creek).....	2.40	2.65	2.15	New Mexico.....	2.40	2.65	2.15
Tennessee (eastern).....	2.30	2.55	2.05	Wyoming.....	2.50	2.75	2.25
Tennessee (Jellico).....	2.40	2.65	2.15	Utah.....	2.60	2.85	2.35
				Washington.....	3.25	3.50	3.00

NOTE.—Prices are on f. o. b. mine basis for ton of 2,000 pounds.

Subsection B.—Alabama.

Order of the United States Fuel Administrator of October 1, 1917, Effective 7 a. m., October 1, 1917, Fixing Prices at the Mine for Coal Mined in the Big Seam, Pratt, Jagger, Corona, Cahaba, and Black Creek Districts, Alabama.

To all persons, firms and corporations engaged in the mining and production of coal in the Big Seam, Cahaba, Black Creek, Brookwood, Blue Creek, Pratt, Jaeger, Jefferson, Nickel Plate, Coal City, Corona, and Montevallo Districts, in the State of Alabama:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Alabama shall be sold at the following prices, to wit:

	Run of mine.	Prepared sizes.	Slack or screen- ings.
Coal mined in the Big Seam District.....	\$1.90	\$2.15	\$1.65
Coal mined in the Pratt, Jaeger, and Corona District.....	2.15	2.40	1.90
Coal mined in the Cahaba and Black Creek District.....	2.40	2.65	2.15

And an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in the State of Alabama, and the said application having been duly considered by the Fuel Administrator;

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises, the above-mentioned prices for coal mined in the State of Alabama, be, and the same hereby are modified, pending further investigation, in the following particulars and in no other:

	Run of mine.	Prepared sizes.	Slack or screen- ings.
Commercial and domestic coal mined in the Big Seam District may be sold at prices not to exceed.....	\$2.15	\$2.45	\$1.85
Commercial and domestic coal mined in the Cahaba, Black Creek, Brookwood, and Blue Creek Districts may be sold at prices not to exceed.....	2.85	3.10	2.45
Commercial and domestic coal mined in the Pratt, Jaeger, Jefferson, Nickel Plate, Coal City Districts may be sold at prices not to exceed.....	2.35	2.65	2.05
Commercial and domestic coal mined in the Corona District may be sold at prices not to exceed.....	2.40	2.75	2.05
Commercial and domestic coal mined in the Montevallo District may be sold at prices not to exceed.....	2.40	4.00	2.15

These prices shall become effective at 7 a. m. October 1, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 1, 1917.

Order of the United States Fuel Administrator of November 30, 1917, Effective 7 a. m., December 1, 1917, Fixing Prices at the Mine for Coal Mined by the Sunlight Mining Co. in the State of Alabama.

The United States Fuel Administrator having on the 1st day of October, 1917, issued an order modifying the prices named by the President of the United States in his order of August 21, 1917, for coal mined in the State of Alabama; and an application having thereafter been made by the Sunlight Mining Company that it be classified and listed in the Black Creek District and that it be permitted to sell coal mined by it at the prices named in the said order of October 1, 1917, for coal mined in the said Black Creek District; and the said application having been duly considered by the United States Fuel Administrator;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that, until further order in the premises, the Sunlight Mining Company, operating in Walker County in the State of Alabama, be and the same hereby is classified and listed in the Black Creek District, and that coal mined by the said Sunlight Mining Company may be sold, pending further investigation, at the prices named in said order of October 1, 1917, for the Black Creek District, to wit: Run of mine, \$2.85 per ton; prepared sizes, \$3.10 per ton; slack or screenings, \$2.45 per ton.

This order to become effective at 7 a. m., December 1, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., November 30, 1917.

Order of the United States Fuel Administrator of December 6, 1917, effective 7 a. m., December 6, 1917, Fixing Prices at the Mine for Coal Mined by the Benoit Coal Mining Co., and the Cordova Fuel Co., in Walker County, Alabama.

The President of the United States having, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Alabama should be sold at the prices named for the various districts in said State mentioned in the said order; and various applications having thereafter been made to the United States Fuel Administrator for a revision of such prices applicable to the said various districts in said States; and the United States Fuel Administrator, after due consideration of the said applications for revision of prices, having modified the said prices applicable to the said various districts in said State; and an application having been made to the United States Fuel Administrator by the Benoit Coal Mining Company and the Cordova Fuel Company, operating in the County of Walker in the State of Alabama, for a revision of said prices applicable to coal mined by the said companies; and the said application having been duly considered by the United States Fuel Administrator;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that, until further order in the premises, coal mined by the said Benoit Coal Mining Company and Cordova Fuel Company, in the County of Walker, State of Alabama, having seams of an average thickness of thirty-four inches, may be sold, pending further investigation, at prices not to exceed, for run of mine, \$2.85 per ton; prepared sizes, \$3.10 per ton; slack or screenings, \$2.45 per ton.

These prices to become effective at 7 a. m., December 6, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., December 6, 1917.

Order of the United States Fuel Administrator of December 20, 1917, Effective 7 a. m., December 20, 1917, Fixing Prices at the Mine for Coal Mined by the Gilbert Coal Mining Co., Dora, Alabama, and in the Mount Carmel seam, Alabama.

The United States Fuel Administrator having on the first day of October, 1917, issued an order modifying the prices named by the President of the United States in his order of August 21, 1917, for coal mined in the State of Alabama; and applications having been thereafter made by the Gilbert Coal Mining Company, Dora, Alabama, and by the operators of coal mined in the Mount Carmel Seam that they be classified and listed in the Black Creek District and that they be permitted to sell coal mined by them at the prices named in the said order of October 1, 1917, for coal mined in said Black Creek District; and the said applications having been duly considered by the United States Fuel Administrator;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that, until further order in the premises, the Gilbert Coal Mining Company, Dora, Alabama., and the Mount Carmel Seam, in the State of Alabama, be and the same hereby are classified and listed in the Black Creek District, and that coal mined by the said Gilbert Coal Mining Company and in the said Mount Carmel Seam, may be sold, pending further investigation, at the prices named in said order of October 1, 1917, for the Black Creek District, to wit: Run of mine, \$2.85 per ton; prepared sizes, \$3.10 per ton; slack or screenings, \$2.45 per ton.

This order to be effective at 7 a. m., December 20, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., December 20, 1917.

Order of the United States Fuel Administrator of January 16, 1918, Effective 7 a. m., January 17, 1918, Fixing Prices at the Mine for Coal Mined in all Operations in the Climax Seam, in or about Maylene, Shelby County, Alabama.

To all persons, firms, and corporations engaged in the mining and production of coal in the State of Alabama:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Alabama should be sold at the prices mentioned in said order; and an application having been thereafter made to the United States Fuel Administrator for a revision of such prices applicable to all operations in the Climax Seam in or about Maylene, Shelby County, Alabama; and said application having been duly considered by the United States Fuel Administrator;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that, until further order in the premises, coal mined in all operations in the Climax Seam, in or about Maylene, Shelby County, in the State of Alabama, may be sold, pending further investigation, at prices not to exceed, for run of mine, \$4.25 per ton; prepared sizes, \$4.50 per ton; slack or screenings, \$2.15 per ton.

These prices shall become effective at 7 a. m., January 17, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., January 16, 1918.

Order of the United States Fuel Administrator of January 16, 1918, Effective 7 a. m., January 17, 1918, Fixing Prices at the Mine for Coal Mined in the Upper Bench of the Big Seam, Alabama.

To all persons, firms, and corporations engaged in the mining and production of coal in the Mount Carmel Seam in the State of Alabama:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Alabama should be sold at the prices mentioned in said order; and various applications having been thereafter made to the United States Fuel Administrator for a revision of such prices applicable to coal mined by certain companies operating in said State of Alabama;

And the United States Fuel Administrator, after due consideration of the said applications for revision of prices, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917, having, by various orders, ordered and directed that coal mined by the Benoit Coal Mining Company, the Cordova Fuel Company, the Gilbert Coal Mining Company, and in the Mount Carmel Seam, may be sold, pending further investigation and until further order in the premises, at the following prices, namely: For run of mine, \$2.85 per ton; prepared sizes, \$3.10 per ton; and slack or screenings, \$2.45 per ton.

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that, until further order in the premises, coal mined in the Upper Bench of the Big Seam, in the State of Alabama, may be sold, pending further investigation, at prices not to exceed the following: For run of mine, \$2.35 per ton; prepared sizes, \$2.65 per ton; slack or screenings, \$2.05 per ton.

These prices to become effective at 7 a. m., January 17, 1918.

This order supersedes all previous orders regarding the price of coal mined in the Mount Carmel Seam, being order of December 6, 1917, relative to the Benoit Coal Mining Company and the Cordova Fuel Company, in the County of Walker, Alabama, and order of December 20, 1917, relative to the Gilbert Coal Mining Company, of Dora, Alabama, and the Mount Carmel Seam, Alabama.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., January 16, 1918.

Order of the United States Fuel Administrator of February 2, 1918, Effective 7 a. m., February 4, 1918, Fixing Prices at the Mine for Coal Mined by the Cahaba Southern Coal Mining Company, Hargrove, Bibb County, Alabama.

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Alabama should be sold at the prices named in said order; and an application having been made thereafter to the United States Fuel Administrator by the Cahaba Southern Coal Mining Company, at Hargrove, Bibb County, in the State of Alabama, for a revision of such prices applicable to coal mined by them;

The United States Fuel Administrator, after due consideration of the said application for revision of prices, acting under authority of an Executive Order of the Presi-

dent of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS, that until further order in the premises, coal mined by the Cahaba Southern Coal Mining Company, Hargrove, Bibb County, in the State of Alabama, may be sold, pending further investigation, at prices not to exceed for run of mine, \$2.85 per ton; prepared sizes, \$3.70 per ton; and slack or screenings, \$2.45 per ton.

These prices to become effective at 7 a. m., February 4, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *February 2, 1918.*

Order of the United States Fuel Administrator of August 22, 1918, Effective 7 a. m., August 23, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in the State of Alabama.

WASHINGTON, D. C., *August 22, 1918.*

Applications having been made to the United States Fuel Administrator for revision of the prices of bituminous coal mined in the State of Alabama, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS, that bituminous coal mined in the several districts of Alabama may be sold at prices f. o. b. cars at the mines not to exceed the following per net ton, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
District No. 1, Big Seam Group, to wit: Big or Mary Lee and Newcastle Seams, Blue Creek Seam, except on Birmingham Mineral Branch of L. & N. Railroad south of Bessemer, Brookwood-Milldale Seam when worked together, and Henry Ellen or Acmar Seam	\$2.00	\$2.30	\$1.95
District No. 2, to wit: Cahaba Group, being all seams in Cahaba field, including the Montevallo group, excepting the Climax, Henry Ellen or Acmar, Helena, and Harkness Seams, and the No. 2 Belle Ellen Mine in the Youngblood Seam. Black Creek Group, being the Black Creek, Milldale, Carter, and Durie Seams, the Underwood Seam in Etowah and Blount Counties, and the Jefferson Seam in Marion, Walker, and Winston Counties.....	3.00	3.30	2.65
District No. 3, Pratt Group, to wit: Pratt, Corona, Brookwood, Nickel Plate, America, Jagger, Coal City, Marion, and Belmont Seams; Jefferson seam, except in Walker, Marion, and Winston Counties; Mount Carmel Seam or upper bench of Big Seam, and Blue Creek Seam on Birmingham Mineral Branch of L. & N. Railroad south of Bessemer.....	2.40	2.60	2.00
District No. 4, to wit: Helena and Harkness Seams and coal mined by No. 2 Belle Ellen Mine in Youngblood Seam	2.45	2.75	2.25
District No. 5, to wit: Mines in the Climax Seam in or about Maylene, Shelby County.....	4.15	4.40	2.05

To the foregoing prices there may be added the 45-cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., August 23, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of October 4, 1918, Effective 7 a. m., October 7, 1918, Fixing Prices at the Mine for Bituminous Coal mined by Montevallo Mining Company, in the State of Alabama.

Application having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined by Montevallo Mining Company, in the State of Alabama, the United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS, that bituminous coal mined by Montevallo Mining Company, in the State of Alabama, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz: For run of mine, \$3.65; for prepared sizes, \$3.90; for slack or screenings, \$3.15. To the foregoing prices may be added the 45-cent allowance for wage increase, if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., October 7, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., October 4, 1918.

Order of the United States Fuel Administrator of October 17, 1918, Effective 7 a. m., October 18, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by Warrior Pratt Coal Company, in the State of Alabama.

Application having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined by Warrior Pratt Coal Company, in the State of Alabama, the United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS, that bituminous coal mined by Warrior Pratt Coal Company, in the State of Alabama, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz: For run of mine, \$2.25; for prepared sizes, \$2.50; for sack or screenings, \$2.00. To the foregoing prices may be added the 45-cent allowance for wage increase, if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., October 18, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., October 17, 1918.

Order of the United States Fuel Administrator of October 17, 1918, Effective 7 a. m., October 18, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by West Helena Coal Company, in the State of Alabama.

Application having been made for a further revision of the prices of bituminous coal mined by West Helena Coal Company, in the State of Alabama, the United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERED AND DIRECTS, that bituminous coal mined by West Helena Coal Company, in the State of Alabama, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz: For run of mine, \$3.00; for prepared sizes, \$3.30; for slack or screenings, \$2.65. To these prices may be added the 45-cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to be effective at 7 a. m., October 18, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *October 17, 1918.*

Order of the United States Fuel Administrator of Nov. 5, 1918, Effective 7 a. m., Nov. 6, 1918, Fixing Prices at the Mine for Coal Mined by Montevallo Straven Coal Co. in Alabama.

Application having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined by Montevallo Straven Coal Company, in the State of Alabama, the United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS, that bituminous coal mined by Montevallo Straven Coal Company, in the State of Alabama, may be sold at prices f. o. b. cars at the mine not to exceed the following per net ton, viz: For run of mine, \$3.65; for prepared sizes, \$3.90; for slack or screenings, \$2.65. To the foregoing prices may be added the 45-cent allowance for wage increase, if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., November 6, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *November 5, 1918.*

Order of the United States Fuel Administrator of Dec. 14, 1918, Effective 7 a. m., Dec. 15, 1918, Fixing Prices at the Mine for Coal Mined by Yolande Coal & Coke Company in Alabama.

Application having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined by Yolande Coal and Coke Company, in the State of Alabama, the United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS, that bituminous coal mined by Yolande Coal & Coke Company, in the State of Alabama, may be sold at prices f. o. b. cars at the mine not to exceed the following per net ton, viz: For run of mine, \$3.00; for prepared sizes, \$3.30; for slack or screenings, \$2.65; for reworked blacksmithing coal, \$4.80.

To the foregoing prices may be added the 45-cent allowance for wage increase, if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., December 16, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *December 14, 1918.*

Subsection C.—Arkansas.

Order of the United States Fuel Administrator of October 1, 1917, Effective 7 a. m., October 1, 1917, Fixing Prices at the Mine for Coal Originating in the Thin Vein Seams at Hartford, Midland, Hackett, Greenwood, and Denning, in the State of Arkansas:

To all persons, firms, and corporations engaged in the mining and production of coal originating in the thin vein seams at Hartford, Midland, Hackett, Greenwood, and Denning, in the State of Arkansas:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Arkansas shall be sold at the following prices, to wit: Run of mine, \$2.65 per ton; prepared sizes, \$2.90 per ton; and slack or screenings, \$2.40 per ton; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in the state of Arkansas, and the said application having been duly considered by the Fuel Administrator:

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the State of Arkansas be, and the same hereby are, modified, pending further investigation, in the following particulars and in no other:

	Run of mine.	Prepared sizes.	Slack or screenings.
Coal originating in the thin vein seams at Hartford, Midland, Hackett, Greenwood, and Denning may be sold at prices not to exceed	\$3.05	\$3.40	\$2.40

These prices shall become effective at 7 a. m., October 1, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 1, 1917.

Order of the United States Fuel Administrator of October 26, 1917, Effective 7 a. m., October 27, 1917, Fixing Prices at the Mine for Coal Mined in the Paris Field, in the State of Arkansas.

To all persons, firms, and corporations engaged in the mining and production of coal in the Paris Field, of the State of Arkansas:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the Paris Field, of the State of Arkansas, shall be sold at the following prices, to wit: Run of mine, \$2.65; prepared sizes, \$2.90, and slack of screenings, \$2.40; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in the Paris Field, of the State of Arkansas, and the said application having been duly considered by the Fuel Administrator:

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the Paris Field, of the State of Arkansas, be, and the same hereby are, modified, pending further investigation, in the following particulars and in no other: Coal mined in the Paris Field, of the State of Arkansas, may be sold at prices not to exceed, prepared sizes, \$4.50 per ton; and slack or screenings, \$2.00 per ton.

These prices shall become effective 7 a. m., October 27, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., October 26, 1917.

Order of the United States Fuel Administrator of March 27, 1918, Effective 7 a. m. March 29, 1918, Fixing Prices at the Mine for Coal Mined in Johnson, Franklin, Sebastian, Logan, and Scott Counties, Arkansas.

To all persons, firms, and corporations engaged in the mining and production of coal in the State of Arkansas:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Arkansas should be sold at the prices named in said order; and various applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to certain coal fields in said State;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the thin vein seam originating at Hartford, Greenwood, Midland, Hackett, and Denning should be sold at prices not to exceed, for run of mine, \$3.05 per ton, prepared sizes, \$3.40 per ton, and slack or screenings, \$2.40 per ton, and that coal mined in the Paris Field should be sold at prices not to exceed, for prepared sizes, \$4.50 per ton, and slack or screenings, \$2.00 per ton;

Now, the United States Fuel Administrator, after further consideration of the prices for coal mined in the State of Arkansas, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that coal mined in the following named Counties and District in the State of Arkansas may be sold at the following prices, namely:

	Run of mine.	Prepared sizes.	Slack or screenings.
Johnson, Franklin, and Sebastian Counties, except the Excelsior District, per ton.	\$3.70	\$4.60	\$2.40
Logan and Scott Counties and the Excelsior District of Sebastian County, namely, mines on the Midland Valley Railroad (a) north of Montreal Junction and (b) east of Hackett and west of, but not at, Greenwood, per ton.	4.35	5.15	2.60

The above prices are subject to the following monthly summer reductions, on all grades except slack; on August 1 the base price is again effective:

	Cents.
March.....	75
April.....	60
May.....	45
June.....	30
July.....	15

This order shall become effective at 7 a. m., March 29, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., March 27, 1918.

Subsection D.—Colorado.

Order of the United States Fuel Administrator of October 1, 1917, Effective 7 a. m. October 1, 1917, Fixing Prices at the Mine for Coal Mined in the Walsenburg, Canon City, Routt, Garfield, Gunnison, Durango, Mesa, Pitkin, Montezuma, Delta, Montrose, Rio Blanca, Trinidad, and El Paso Districts and the Northern Field, Colorado.

To all persons, firms, and corporations engaged in the mining and production of coal in the Walsenburg, Canon City, Routt, Garfield, Gunnison, Durango, Mesa, Pitkin, Montezuma, Delta, Montrose, and Rio Blanca Districts for bituminous domestic coal, in the Trinidad District for bituminous steam coal, and in the Northern Field and El Paso Districts for lignite coal, in the State of Colorado:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Colorado shall be sold at the following prices, to wit: Run of mine, \$2.45 per ton; prepared sizes, \$2.70 per ton; and slack or screenings, \$2.20 per ton; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in the State of Colorado, and the said application having been duly considered by the Fuel Administrator;

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises, the above-mentioned prices for coal mined in the State of Colorado be, and the same hereby are, modified, pending further investigation, in the following particulars and in no other:

	Run of mine.	Prepared sizes.	Slack or screenings.
Bituminous domestic coal mined in the Walsenburg, Canon City, Routt, Garfield, Gunnison, Durango, Mesa, Pitkin, Montezuma, Delta, Montrose, and Rio Blanca Districts may be sold at prices not to exceed	\$3. 00	\$4. 00	\$1. 50
Bituminous steam coal mined in the Trinidad District may be sold at prices not to exceed	2. 75	3. 25	2. 00
Lignite coal mined in the Northern Field and El Paso Districts may be sold at prices not to exceed	2. 45	3. 50	1. 00

These prices shall become effective at 7 a. m. October 1, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 1, 1917.

Order of the United States Fuel Administrator of November 21, 1917. Effective 7 a. m. November 22, 1917, Fixing Prices at the Mine for Lignite Coal Mined in the Northern Field and El Paso District in the State of Colorado.

To all persons, firms and corporations engaged in the mining and production of lignite coal in the Northern Field and El Paso Districts, in the State of Colorado:

The President of the United States having heretofore, on or about the 21st day of August 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Colorado should be sold at the following prices, to wit: Run of mine, \$2.45 per ton; prepared sizes, \$2.70 per ton; and slack or screenings, \$2.20 per ton; and an application having heretofore been made to the United States Fuel Administrator for a revision of the said prices applicable to the said coal mined in the State of Colorado;

And the United States Fuel Administrator, after due consideration of the said applications for revision of prices, and acting under authority of an Executive Order of

the President of the United States dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917, having ordered and directed that, until further order in the premises, the above-mentioned prices for coal mined in the State of Colorado be modified, pending further investigation, in the following particulars and in no other: Bituminous domestic coal mined in the Walsenburg, Canon City, Rout, Garfield, Gunnison, Durango, Mesa, Pitkin, Montezuma, Delta, Montrose, and Rio Blanca districts, may be sold at prices not to exceed, for run of mine, \$3.00 per ton; prepared sizes, \$4.00 per ton; and slack or screenings, \$1.50 per ton; bituminous steam coal mined in the Trinidad District may be sold at prices not to exceed, for run of mine, \$2.75 per ton; prepared sizes, \$3.25 per ton; and slack or screenings, \$2.00 per ton; and lignite coal mined in the Northern Field and El Paso Districts may be sold at prices not to exceed, for run of mine, \$2.45 per ton; prepared sizes, \$3.50 per ton; and slack or screenings, \$1.00 per ton;

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices in the State of Colorado, and acting under authority of an Executive Order of the President of the United States dated August 23, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that, until further order in the premises, the above mentioned prices for coal mined in the State of Colorado be, and the same are hereby, further modified, pending further investigation, in the following particular and in no other: Lignite coal mined in the Northern Field and El Paso Districts may be sold at prices not to exceed, for run of mine, \$2.45 per ton; prepared sizes, \$3.50 per ton; slack or screenings, \$1.25 per ton.

These prices shall become effective at 7 a. m., November 22, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., November 21, 1917.

Order of the United States Fuel Administrator of March 7, 1918, Effective 7 a. m. March 11, 1918, Fixing Prices at the Mine for Bituminous Domestic Coal Mined in the Domestic Field, Colorado, Bituminous Steam Coal Mined in the Trinidad District, Colorado, and Lignite Coal, wherever Mined in Colorado.

To all persons, firms, and corporations engaged in the mining and production of coal in the State of Colorado:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Colorado should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in the said State;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the following districts in the State of Colorado should be sold at the following prices, to wit:

	Run of mine.	Prepared sizes.	Slack or screenings.
Bituminous domestic coal mined in the Walsenburg, Canon City, Rout, Garfield, Gunnison, Durango, Mesa, Pitkin, Montezuma, Delta, Montrose, and Rio Blanca districts.....	\$3.00	\$4.00	\$1.50
Bituminous steam coal mined in the Trinidad District.....	2.75	3.25	2.00
Lignite coal mined in the Northern Field and El Paso Districts.....	2.45	3.50	1.00

And the United States Fuel Administrator having further modified the above-mentioned prices by ordering and directing that lignite coal mined in the Northern Field and El Paso Districts should be sold at prices not to exceed, for run of mine, \$2.45 per ton; prepared sizes, \$3.50 per ton; and slack or screenings, \$1.25 per ton;

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that coal mined in the State of Colorado may be sold at prices not to exceed the following:

	Run of mine.	Prepared sizes.	Slack or screenings.
Bituminous domestic coal, Domestic field.....	\$2. 25	\$3. 50	\$1. 25
Bituminous steam coal, Trinidad District.....	2. 35	3. 25	1. 65
Lignite coal.....	2. 25	3. 25	1. 00

The above prices are subject to the following monthly summer reductions, on prepared sizes only; on August 1 the base price is again effective:

Bituminous domestic coal, domestic field:

	Cents.
April 1.....	70
May 1.....	50
June 1.....	35
July 1.....	15

Bituminous steam coal, Trinidad District:

April 1.....	40
May 1.....	30
June 1.....	20
July 1.....	10

This order to become effective at 7 a. m. March 11, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., March 7, 1918.

Order of the United States Fuel Administrator of May 7, 1918, Effective 7 a. m. May 1, 1918, Fixing Prices at the Mine for Coal Mined by the Williamsburg Slope Coal Co. in the Canon City District, Colorado.

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an act of Congress known as the Food Law, ordered and directed that coal mined in the State of Colorado should be sold at the prices named in the said order; and application having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in said State;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that bituminous domestic coal mined in the Canon City District should be sold at the following prices, to wit: run of mine, \$2.25 per ton, prepared sizes, \$3.50 per ton, slack or screenings, \$1.25 per ton.

Now, the United States Fuel Administrator after further consideration of the said applications for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Adminis-

trator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that coal mined by the Williamsburg Slope Coal Company in said Canon City District in the State of Colorado, may be sold at prices not to exceed, for run of mine, \$2.25 per ton, prepared sizes, \$4.25 per ton, slack or screenings \$1.25 per ton.

This order to become effective at 7 a. m., May 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., May 7, 1918.

Order of the United States Fuel Administrator of June 12, 1918, Effective 7 a. m. June 14, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by Certain Companies in the Walsenburg District of Colorado.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Colorado:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Colorado should be sold at the prices named in the said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to the coal mined in said State:

And the United States Fuel Administrator after due consideration of said applications for revision of prices, having ordered and directed that bituminous coal mined in the Walsenburg District, in the State of Colorado, should be sold at the following prices, to wit: run of mine, \$2.25 per ton, prepared sizes, \$3.50 per ton, slack or screenings, \$1.25 per ton.

And the companies hereinafter named having applied to the United States Fuel Administrator for a further revision of such prices as to the coal produced by them, the United States Fuel Administrator after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that coal mined by the Aztec Coal Mining Co., Caprock Fuel Co., Monument Valley Coal Co., Caddell & Carlson, Premium Mining Co., Rugby Fuel Co., Gordon Coal Co., Black Canon Coal & Fuel Co., Geo. McNally Coal Co., Black Hawk Coal Co., Ideal Fuel Co., Breen Coal Co., and Minnequa Coal Co., in the Walsenburg District, in the State of Colorado, may be sold at prices not to exceed, run of mine, \$2.15 per ton, prepared sizes, \$4.15 per ton, nut, \$3.65 per ton, slack or screenings, \$1.15 per ton.

This order to become effective at 7 a. m., June 14th, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., June 12, 1918.

Order of the United States Fuel Administrator, of June 14, 1918, Effective 7 a. m., June 15, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Gibson Lumber & Fuel Company in the Royal Gorge Mine, Canon City, Colorado.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Colorado:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law,

ordered and directed that coal mined in the State of Colorado should be sold at the prices named in the said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to the coal mined in said State:

And the United States Fuel Administrator after due consideration of said applications for revision of prices, having ordered and directed that bituminous coal mined in the State of Colorado should be sold at the following prices, to wit: run of mine, \$2.25 per ton, prepared sizes, \$3.50 per ton, slack or screenings, \$1.25 per ton.

And the company hereinafter named having applied to the United States Fuel Administrator for a further revision of such prices as to the coal produced by it, the United States Fuel Administrator after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined by the Gibson Lumber & Fuel Company in the Royal Gorge Mine, Canon City, in the State of Colorado, may be sold at prices not to exceed, run of mine, \$2.65 per ton, prepared sizes, \$4.15 per ton, nut, \$3.65 per ton, slack or screenings, \$1.40 per ton.

This order to become effective 7 a. m., June 15, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., June 14, 1918.

Order of the United States Fuel Administrator of Aug. 13, 1918, Effective 7 a. m., Aug. 20, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Victor American Fuel Company at the Radiant Mine in the Canon City District, and the Ravenwood Mine in the Walsenburg District, Colorado.

Applications having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined at the following mines of the Victor American Fuel Company, viz: the Radiant Mine in the Canon City District of Colorado, and the Ravenwood Mine in the Walsenburg District of Colorado, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined at the following mines of the Victor American Fuel Company, viz: the Radiant Mine in the Canon City District of Colorado, and the Ravenwood Mine in the Walsenburg District of Colorado, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz: for run of mine, \$2.15; for prepared sizes, \$4.15; for slack or screenings, \$1.15. To the foregoing prices may be added the 45 cent allowance for wage increase, if the producing company is entitled to add such allowance under the President's Order of October 27, 1917,

The price for prepared sizes is subject to the following monthly summer reductions: 70 cents for the month of April, 50 cents for the month of May, 35 cents for the month of June, 15 cents for the month of July.

This order to become effective at 7 a. m., August 20, 1918.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, JR.,

Asst. United States Fuel Administrator.

WASHINGTON, D. C., August 13, 1918.

Order of the United States Fuel Administrator of Aug. 13, 1918, Effective 7 a. m., Aug. 20, 1918, Fixing Prices at the Mine for Bituminous Coal Mined from the Gray Creek Mine of the Victor American Fuel Company and the Empire Mine of the Empire Mining Company in the Trinidad District of Colorado.

Applications having been made to the United States Fuel Administrator for further revision of prices as to bituminous coal produced at the following mines in the Trinidad District in the State of Colorado, viz: the Gray Creek Mine of the Victor American Fuel Company, and The Empire Mine of the Empire Mining Company, the United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal produced at the Gray Creek Mine of the Victor American Fuel Company, and at the Empire Mine of the Empire Mining Company, both in the Trinidad District in the State of Colorado may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz:

Run of mine.....	\$3. 00
Prepared sizes.....	3. 15
Slack or screenings.....	1. 55

To the foregoing prices may be added the 45 cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's order of October 27, 1917.

The price for prepared sizes is subject to the following monthly summer reductions: 40¢ for the month of April, 30¢ for the month of May, 20¢ for the month of June, 10¢ for the month of July.

This order to become effective at 7 a. m., August 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator,
By CYRUS GARNSEY, JR.,
Asst. United States Fuel Administrator.

WASHINGTON, D. C., August 13, 1918.

Order of the United States Fuel Administrator of Aug. 13, 1918, Effective 7 a. m., Aug. 20, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in the Walsenburg District of Colorado by Rapson Mining Company, Cedar Hill Coal and Coke Company and Oakdale Coal Company.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined in the Walsenburg District of the State of Colorado by Rapson Mining Company, Cedar Hill Coal and Coke Company, and Oakdale Coal Company, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in the Walsenburg District in the State of Colorado by Rapson Mining Company, Cedar Hill Coal and Coke Company, and Oakdale Coal Company, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz: for run of mine, \$2.15; for prepared sizes, \$4.15; for slack or screenings, \$1.15. To the foregoing prices may be added the 45 cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

The price for prepared sizes is subject to the following monthly summer reductions; 70 cents for the month of April, 50 cents for the month of May, 35 cents for the month of June, 15¢ for the month of July.

This Order to become effective at 7 a. m., August 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator,
By CYRUS GARNSEY, JR.,
Asst. United States Fuel Administrator.

WASHINGTON, D. C., *August 13, 1918.*

Order of the United States Fuel Administrator of Aug. 29, 1918, Effective 7 a. m., Aug. 30, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Wolf Park Coal Company in the Canon City District, Colorado.

An application having been made to the United States Fuel Administrator for a further revision of prices as to bituminous coal mined by the Wolf Park Coal Company in the Canon City District, in the State of Colorado, the United States Fuel Administrator after due consideration of such application, acting under the authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by the Wolf Park Coal Company in the Canon City District, in the State of Colorado, may be sold at prices not to exceed f. o. b. cars at the mine, \$2.15 per net ton for run of mine; \$4.15 per net ton for prepared sizes; and \$1.15 per net ton for slack or screenings, plus the 45 cent allowance for wage increase if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This Order to become effective at 7 a. m., August 30, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *August 29, 1918.*

Order of the United States Fuel Administrator of Oct. 7, 1918, Effective 7 a. m., Oct. 8, 1918, Fixing Prices at the Mine for Coal Mined by Alliance Coal Co. at its Reliance Mine in Colorado.

Application having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined at the Reliance Mine by Alliance Coal Company, in the State of Colorado, the United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined at the Reliance Mine by Alliance Coal Company, in the State of Colorado, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz.: for run of mine, \$2.15; for prepared sizes, \$4.15; for slack or screenings, \$1.15. To the foregoing prices may be added the 45 cent allowance for wage increase, if the producing company is entitled to add such allowance under the President's Order of October 27, 1917. The foregoing price for prepared sizes is subject to the following monthly summer reduction: 70¢ for the month of April, 50¢ for the month of May, 35¢ for the month of June, 15¢ for the month of July.

This Order to become effective at 7 a. m., October 8, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *October 7, 1918.*

Order of the United States Fuel Administrator of Nov. 15, 1918, Effective 7 a. m., Nov. 18, 1918, Fixing Prices at the Mine for Coal Mined by the Temple Fuel Co. in Colorado.

Application having been made to the United States Fuel Administrator for further revision of prices of bituminous coal mined by the Temple Fuel Company in the State of Colorado, the United States Fuel Administrator, after due consideration of such application, acting under the authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that bituminous coal mined by Temple Fuel Company at its mine in the State of Colorado, may be sold at prices, f. o. b. cars at the mine, not to exceed \$2.15 per net ton for run of mine, \$3.40 per net ton for prepared sizes, \$1.55 per net ton for slack or screenings passing through 1½-inch screen. To these prices may be added the 45¢ allowance for wage increase if the producing company is entitled to add such allowance under the President's Order of October 27, 1917. The maximum price hereinabove fixed for prepared sizes is subject to the following monthly summer reductions, April 1, 70¢, May 1, 50¢, June 1, 35¢, July 1, 15¢.

This order to become effective at 7 a. m., November 18, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., November 15, 1918.

Subsection E—Georgia.

Order of the United States Fuel Administrator of April 4, 1918, Effective 7 a. m., April 5, 1918, Fixing Prices at the Mine for Coal Mined in the State of Georgia.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Georgia:

An application having been made to the United States Fuel Administrator to fix the prices at which coal may be sold in the State of Georgia;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the State of Georgia may be sold at prices not to exceed the following, viz: for run of mine, \$3.25 per ton, prepared sizes, \$3.50 per ton, and slack or screenings, \$3.20 per ton.

This order shall become effective at 7 a. m., April 5, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., April 4, 1918.

Subsection F—Illinois.

Order of the United States Fuel Administrator of Oct. 26, 1917, Effective 7 a. m. Oct. 27, 1917, Fixing Prices at the Mine for Coal Mined by the McLean County Coal Company, Bloomington, Illinois.

To the McLean County Coal Company, Bloomington, Illinois:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food

Law, ordered and directed that coal mined in the State of Illinois shall be sold at the following prices, to wit: run of mine, \$1.95 per ton; prepared sizes, \$2.20 per ton, and slack or screenings, \$1.70 per ton; and an application having been made to the Fuel Administrator by the McLean County Coal Company, Bloomington, Illinois, for a change in the price applicable to the mine operated by them, on the ground that the product thereof is entirely sold at retail, and that said application having been duly considered by the Fuel Administrator:

Now, by direction of the President of the United States, the United States Fuel Administrator hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the State of Illinois be and the same hereby are modified, pending further investigation, in the following particulars and in no other: Coal mined by the McLean County Coal Company, Bloomington, in the State of Illinois, may be sold at retail only at prices not to exceed, for prepared sizes, \$4.00 per ton, and slack or screenings, \$1.70 per ton.

These prices shall become effective at 7 a. m., October 27th, 1917.

H. A. GARFIELD,
U. S. Fuel Administrator.

WASHINGTON, D. C., October 26, 1917.

Order of the United States Fuel Administrator of Dec. 8, 1917, Effective 7 a. m. Dec. 8, 1917, Fixing Prices at the Mines for Coal Mined in Fulton, Peoria, Tazewell Counties, and in and about Matherville, Mercer County, and the Northern Illinois Field, Illinois.

To all persons, firms and corporations engaged in the mining and production of coal in the Counties of Fulton, Peoria, Tazewell and Mercer, and in the Northern Illinois field; in the State of Illinois:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Illinois should be sold at the prices mentioned in said order; and various applications having been thereafter made to the United States Fuel Administrator for a revision of such prices applicable to certain counties in said State of Illinois; and said applications having been duly considered by the United States Fuel Administrator;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined in the above named Counties and District, in the State of Illinois, may be sold, pending further investigation, as follows: Coal mined in the Counties of Fulton, Peoria and Tazewell may be sold at prices not to exceed, for run of mine, \$2.30 per ton, prepared sizes, \$2.55 per ton, slack or screenings, \$2.05 per ton; Coal mined in and about Matherville, Mercer County, and in the northern Illinois field may be sold at prices not to exceed, for run of mine, \$2.65 per ton, prepared sizes, \$2.90 per ton, slack or screenings, \$2.40 per ton.

These prices shall become effective at 7 a. m., December 8, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., December 8, 1917.

Order of the United States Fuel Administrator of Feb. 12, 1918, Effective 7 a. m. Feb. 13, 1918, Fixing Prices at the Mine for Coal Mined by the Moweaqua Coal Mining and Manufacturing Co., Moweaqua and Assumption Coal and Mining Co., Assumption, Christian County, Illinois, and by the Spoon River Colliery Co., Ellisville, Illinois.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Illinois:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Illinois should be sold at the prices named in said order; and various applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined by the following named companies:

Now, the United States Fuel Administrator, after due consideration of the said applications for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, the prices for coal mined in the State of Illinois named in the President's order of August 21, 1917, be and the same hereby are modified, pending further investigation, as follows:

	Run of mine.	Prepared sizes.	Slack or screenings.
Coal mined by the Moweaqua Coal Mining and Manufacturing Company, at Moweaqua, Christian County, may be sold at prices not to exceed...	\$2.40	\$2.65	\$2.15
Coal mined by the Assumption Coal and Mining Company, at Assumption, Christian County, may be sold at prices not to exceed.....	3.00	4.55	2.15
The operation of the Spoon River Colliery Company, at Ellisville, is hereby re-classified and listed in the Northern Illinois field, and coal mined by it may be sold at prices not to exceed.....	2.65	2.90	2.40

These prices to become effective at 7 a. m., February 13, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., Feb. 12, 1918.

Order of the United States Fuel Administrator of March 21, 1918, Effective 7 a. m., March 23, 1918, Fixing Prices at the Mine for Coal Mined in the State of Illinois, with the Exception of Coal Mined by the Moweaqua Coal Mining and Manufacturing Company, Moweaqua, Christian County; Assumption Coal and Mining Company, Assumption, Christian County; and Spoon River Colliery Company, Ellisville.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Illinois:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Illinois should be sold at the prices named in said order; and various applications having been made thereafter to the United States Fuel Administrator for a revision of such prices;

And the United States Fuel Administrator, after due consideration of the said applications for revision of prices, having, by various orders, ordered and directed

that coal mined in the following Counties and Fields and by the following companies should be sold at prices not to exceed the following, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
Counties of Peoria, Fulton and Tazewell.....	\$2.30	\$2.55	\$2.05
Northern Field.....	2.65	2.90	2.40
Mercer County, Matherville field.....	2.65	2.90	2.40
Moweaqua Coal Mining and Manufacturing Company, at Moweaqua, Christian County.....	2.40	2.65	2.15
Assumption Coal and Mining Company, at Assumption, Christian County.....	3.00	4.55	2.15
Operation of the Spoon River Colliery Company, at Ellisville.....	2.65	2.90	2.40

Now, the United States Fuel Administrator, after further consideration of said applications for revision of prices and of the prices applicable to all coal mined in the State of Illinois, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, with the exceptions hereunder named, all coal fields in the State of Illinois are hereby re-classified into the following described Districts, and coal mined therein may be sold at prices not to exceed the following, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
District Number One, including Mercer, Bureau, Kankakee, LaSalle, Grundy, Will, Putnam, Marshall, Livingston, Woodford and McLean Counties.....	\$2.65	\$2.90	\$2.40
District Number Two, including Rock Island, Henry, Warren, Knox, Stark, Peoria, Hancock, McDonough, Henderson, Fulton, Tazewell, and Schuyler Counties.....	2.40	2.60	2.10
District Number Three, including Menard, Logan, Dewitt, Champaign, Vermilion, Sangamon, Macon, Pratt, Christian, Moultrie, Shelby, Green, Macoupin and Montgomery Counties, and Madison County north of the latitude of Alton: also all mines not included in other rulings.....	2.00	2.20	1.70
District Number Four, including Bond, St. Clair, Monroe and Randolph Counties, and Madison County south of the latitude of Alton, and Clinton, Washington and Perry Counties not including mines along the line of Illinois Central Railroad between Vandalia and Carbondale.....	2.00	2.20	1.70
District Number Five, including Jackson County, not including mines on the line of the Illinois Central Railroad between Carbondale and Duquoin.....	2.40	2.60	2.10
District Number Six, including Marion, Jefferson, Franklin, Williamson, Johnson, Hamilton, Saline, White, Gallatin, and lines along the main line of the Illinois Central Railroad between Vandalia and Carbondale in Clinton, Washington, Perry and Jackson Counties.....	2.00	2.20	1.70

This order annuls and supersedes all previous orders relative to the price of coal mined in the State of Illinois, with the exception of order of February 12, 1918, relative to coal mined by the Moweaqua Coal Mining and Manufacturing Company, at Moweaqua, Christian County, by the Assumption Coal and Mining Company, at Assumption, Christian County, and by the operation of the Spoon River Colliery Company, at Ellisville. which order still remains in full force and effect.

This order to become effective at 7 a. m., March 23, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., March 21, 1918.

Order of the United States Fuel Administrator of May 7, 1918, Effective 7 a. m., May 1, 1918, Fixing Prices at the Mine for Coal Mined in Macon County, Illinois.

To all persons, firms and corporations engaged in the mining and production of coal in the County of Macon, in the State of Illinois:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an act of Congress known as the Food Law, ordered and directed that coal mined in the State of Illinois should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in said State;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the County of Macon, in the State of Illinois should be sold at the following prices, to wit: run of mine, \$2.00 per ton, prepared sizes, \$2.20 per ton, and slack or screenings, \$1.70 per ton.

Now the United States Fuel Administrator, after further consideration of the said applications for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the County of Macon, in the State of Illinois, may be sold at prices not to exceed, for run of mine, \$2.25 per ton, prepared sizes, \$2.50 per ton, slack or screenings, \$1.70 per ton.

This order to become effective at 7 a. m., May 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., May 7, 1918.

Order of the United States Fuel Administrator of Sept. 28, 1918, Effective 7 a. m., October 1, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Latham Coal & Mining Company, in Logan County, Illinois.

Application having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined by the Latham Coal & Mining Company, in the County of Logan, in the State of Illinois,

The United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined by the Latham Coal & Mining Company, in the County of Logan, in the State of Illinois, may be sold at prices f. o. b. cars at the mine not to exceed \$2.05 per net ton for run of mine, \$2.25 per net ton for prepared sizes, \$1.75 per net ton for slack or screenings. To the above prices there may be added the 45 cent allowance for wage increase, if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., October 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., September 28, 1918.

Subsection G.—Indiana.

Order of the United States Fuel Administrator of Oct. 1, 1917, Effective 7 a. m., Oct. 1, 1917, Fixing Prices at the Mine for Coal Mined in the State of Indiana, known as Brazil Block.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Indiana:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Indiana shall be sold at the following prices, to wit: run of mine, \$1.95 per ton, prepared sizes, \$2.20 per ton, and slack or screenings, \$1.70 per ton; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in the State of Indiana, and the said application having been duly considered by the Fuel Administrator;

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the Premises, the above mentioned prices for coal mined in the State of Indiana be and the same hereby are modified, pending further investigation, in the following particulars and in no other: Coal mined in the State of Indiana known as Brazil Block may be sold at a price not to exceed \$2.95 per ton; slack or screenings from mines producing bituminous coal may be sold at a price not to exceed \$1.70 per ton.

These prices shall become effective at 7 a. m. October 1, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 1, 1917.

Order of the United States Fuel Administrator of May 7, 1918, Effective 7 a. m., May 1, 1918, Fixing Prices at the mine for Coal Mined in the State of Indiana.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Indiana:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Indiana should be sold at the prices named in said order and various applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to certain Counties and fields in said State; and the United States Fuel Administrator, after due consideration of said applications for revision of prices, having, by various orders, ordered and directed a modification of such prices applicable to certain Counties named in such orders;

Now, the United States Fuel Administrator, after further consideration of such applications for revision of prices and of the prices applicable to all coal mined in the State of Indiana, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress, therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the State of Indiana may be sold at prices not to exceed the following, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
Coal mined in the State of Indiana.....	\$2.00	\$2.20	\$1.70
Brazil-Block.....	2.95	3.25	1.70

This order shall become effective at 7 A. M., May 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., May 7, 1918.

Order of the United Fuel Administrator of Aug. 15, 1918, Effective 7 a. m., Aug. 19, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Essanbee Mine Company in Vermillion County, Indiana.

An application having been made to the United States Fuel Administrator for a further revision of the prices as to bituminous coal mined by the Essanbee Mine Company, in the County of Vermillion, in the State of Indiana, the United States Fuel Administrator, after due consideration of such application, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by the Essanbee Mine Company, in the County of Vermillion, in the State of Indiana, may be sold at prices not to exceed, f. o. b. cars at the mine, \$2.30 per net ton for run of mine, \$2.50 per net ton for prepared sizes, \$2.00 per net ton for slack or screenings, plus the 45¢ allowance for wage increase if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., August 19, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., August 15, 1918.

Order of the United States Fuel Administrator of Sept. 24, 1918, Effective 7 a. m., Sept. 25, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Atlas Mining Co. at the Linton Summit Mine in Greene County, Indiana.

Applications having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined by Atlas Mining Company at the Linton Summit Mine in Greene County in the State of Indiana,

The United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined by Atlas Mining Company at the Linton Summit Mine in Greene County in the State of Indiana may be sold at prices f. o. b. cars at the mine, not to exceed \$2.20 per net ton for run of mine, \$2.40 per net ton for prepared sizes, \$1.90 per net ton for slack or screenings. To these prices there may be added the 45 cent allowance for wage increase if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., September 25, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., September 24, 1918.

Subsection H.—Iowa.

Order of the United States Fuel Administrator of October 1, 1917, Effective 7 a. m., October 1, 1917, Fixing Prices at the Mine for Coal Mined in Appanoose, Wayne, Boone, and Webster Counties, Iowa.

To all persons, firms and corporations engaged in the mining and production of coal in Appanoose, Wayne, Boone, and Webster Counties, in the State of Iowa:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Iowa shall be sold at the following prices, to wit: run of mine, \$2.70 per ton, prepared sizes, \$2.95 per ton, and slack or screenings, \$2.45 per ton; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in the State of Iowa, and the said application having been duly considered by the Fuel Administrator:

Now, by the direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the State of Iowa be and the same hereby are modified, pending further investigation, in the following particulars and in no other: Coal mined in Appanoose, Wayne, Boone and Webster Counties, in the State of Iowa, may be sold at prices not to exceed, for run of mine, \$3.15 per ton, prepared sizes, \$3.40 per ton, and slack or screenings, \$2.90 per ton.

These prices shall become effective at 7 a. m., October 1, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 1, 1917.

Order of the United States Fuel Administrator of Mar. 9, 1918, Effective 7 a. m., Mar. 11, 1918, Fixing Prices at the Mine for Coal Mined in Appanoose, Wayne, Boone, Webster and Marion Counties, Iowa.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Iowa:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Iowa should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to certain Counties in said State;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the Counties of Appanoose, Wayne, Boone and Webster, should be sold at prices not to exceed the following: for run of mine, \$3.15 per ton, prepared sizes, \$3.40 per ton, and slack or screenings, \$2.90 per ton;

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1918,

Hereby orders and directs that coal mined in the Counties of Appanoose, Wayne, Boone, Webster and Marion, in the State of Iowa, may be sold at prices not to exceed,

for run of mine, \$2.75 per ton, prepared sizes, \$3.10 per ton, and slack or screenings, \$2.00 per ton.

This order to become effective at 7 a. m., March 11, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *March 9, 1918.*

Order of the United States Fuel Administrator of April 4, 1918, Effective 7 a. m., April 5, 1918, Fixing Prices at the Mine for Coal Mined in Marion County, Iowa.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Iowa:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Iowa should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to certain Counties in said State

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the Counties of Appanoose, Wayne, Boone, Webster and Marion, in said State, should be sold at prices not to exceed, for run of mine, \$2.75 per ton, prepared sizes, \$3.10 per ton, and slack or screenings, \$2.00 per ton;

Now, the United States Fuel Administrator, after further consideration of said application for revision of prices, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in Marion County in the State of Iowa, may be sold at prices not to exceed, for run of mine, \$2.70 per ton, prepared sizes, \$2.95 per ton, and slack or screenings, \$2.45 per ton.

This order shall become effective at 7 a. m., April 5, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *April 4, 1918.*

Subsection I.—Kansas.¹

Order of the United States Fuel Administrator Oct. 1, 1917, Effective 7 A. M., Oct. 1, 1917, Fixing Prices at the Mine for Coal Mined in Osage County, Kansas.

To all persons, firms and corporations engaged in the mining and production of coal in Osage County, in the State of Kansas:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Kansas shall be sold at the following prices, to wit: Run of mine, \$2.55 per ton, prepared sizes, \$2.80 per ton, and slack or screenings, \$2.30 per ton, and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in the State of Kansas, and the said application having been duly considered by the Fuel Administrator;

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises, the above men-

¹ For orders fixing prices for mines at Leavenworth, Kansas, where the major portion of the coal is mined in Missouri, see *infra* this section, Subsection M.

tioned prices for coal mined in the State of Kansas be and the same hereby are modified, pending further investigation, in the following particulars and in no other:

	Run of mine.	Prepared sizes.	Slack or screenings.
Coal mined in Osage County may be sold at prices not to exceed.....	\$2.55	\$4.00	\$2.30

These prices shall become effective at 7 A. M. October 1, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 1, 1917.

*Order of Emerson Carey, Federal Fuel Administrator for Kansas, of Nov. 29, 1917, Effective 7 a. m., Dec. 1, 1917, Fixing Prices at the Mine for Coal Mined in Osage County, Kansas.*¹

NOVEMBER 29, 1917.

T. J. O'Neil, County Chairman, State Fuel Adm., Alex. Howat, Pres., UMW of A. of Kansas, W. L. A. Johnson, Gen. Com. SWICO Ass'n:

GENTLEMEN: After carefully considering all phases of the situation in Osage County, I have decided to put all the pick mines on the same basis, allowing the miners in the Osage district \$2.57½ and in the northern part of the county \$2.52½ per ton, this being the same price that is now being paid by the mines that are in operation.

I have decided to allow an advance of 50¢ per ton on the coal, making a maximum selling price of \$4.95 for the Osage County coal. I do not propose to allow any commission for selling this coal. Operators having no selling organization and desiring to have their coal sold by some broker, will have to pay for selling the same out of their maximum price of \$4.95 per ton.

I have also decided that there shall be no further allowance by the Southwestern Interstate Coal Operators' Association to any mines in this field on account of their being shut down.

Representatives of the Miners' Union in this field agree to make a satisfactory tonnage scale for brushing and other work usually handled by the ton in machine mines, which scale shall not exceed that allowed by the Labor Exchange of Osage City.

It is very desirable that all these mines be put in operation at the earliest possible moment. Please notify members and interested parties accordingly. This order is made on authority vested in me under date of November 22nd, 1917, by Dr. Harry A. Garfield, Federal Fuel Administrator of the United States, and shall become effective December 1st, 1917.

Yours very truly,

EMERSON CAREY,
Federal Fuel Administrator for Kansas.

¹ The prices fixed by this order include the 45 cents per ton wage increase provided for in the Executive Order of Oct. 27, 1917. The prices including the 45 cents are therefore: Run of mine \$3.50, prepared sizes \$4.95, and Slack or Screenings \$3.25. These prices were fixed pursuant to the following authorization:

"My understanding is that the Osage County coal commands a purely local market, that it is not in competition with the coal of any other field, and is not sold beyond the borders of the State, hardly beyond the borders of the County.

On the assumption that these are the facts, I hereby confer upon you the power to meet the operators and miners of the Osage District, and to agree with them for resumption of work at the mines at such prices as may seem to you reasonable and just to all concerned, after public hearings have been held before you, at which opportunity to be heard shall have been given to representatives of the operators, the mine workers, and the purchasing public.

This is to place the Osage County fields on the same basis as Michigan and Texas. Each is remote, not connected with or in competition with other fields, and the product goes entirely to another market." (Letter from H. A. Garfield, U. S. Fuel Administrator, to Emerson Carey, Federal Fuel Administrator for Kansas, dated Nov. 22, 1917.)

Order of the United States Fuel Administrator of April 19, 1918, Effective 7 a. m., April 20, 1918, Fixing Prices at the Mine for Coal Mined in the State of Kansas.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Kansas:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Kansas should be sold at the prices named in said order; and an application having been thereafter made to the United States Fuel Administrator for a revision of such prices applicable to coal mined in Osage County in said State; and the United States Fuel Administrator, after due consideration of said application for revision of price, having ordered and directed that coal mined in Osage County, in the State of Kansas, should be sold at prices not to exceed, for run of mine, \$3.05 per ton, prepared sizes, \$4.50 per ton, and slack or screenings, \$2.80 per ton, and that mines in Leavenworth should take the prices named for Platte County, in the State of Missouri;

Now, the United States Fuel Administrator, after further consideration of said application for revision of prices and of the prices applicable to all coal mined in the State of Kansas, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the State of Kansas may be sold at prices not to exceed the following, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
Cherokee and Crawford Counties, except shaft mines in Lightning Creek or upper thin vein, and any mining operations in the State not covered by other rulings.....	\$2. 70	\$2. 95	\$2. 45
Shaft workings in the Lightning Creek or upper thin vein in Cherokee and Crawford Counties.....	3. 65	3. 95	2. 45
Osage, Franklin and Linn Counties.....	3. 50	4. 50	2. 80
Leavenworth County.....	3. 40	3. 65	2. 90

This order shall become effective at 7 a. m. April 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., April 19, 1918.

Order of the United States Fuel Administrator of Aug. 1, 1918, Effective Aug. 3, 1918, Fixing Prices at the Mine for Nut Run or Stoker Coal and Mill Coal Produced in Cherokee and Crawford Counties, Kansas.

The United States Fuel Administrator having, by a regulation promulgated May 27, 1918, and contained in Publication No. 25 of the United States Fuel Administration, defined the terms "slack or screenings" and "prepared sizes" as used in the Executive Order of the President dated August 21, 1917, and in the orders of the United States Fuel Administrator fixing prices of bituminous coal, and it having been provided in Section 4 of such Regulation that the United States Fuel Administrator, upon application from producers or consumers in any district might establish prices for any special sizes different from those defined in said regulation, or for any mixture of sizes required for the proper distribution of coal from such district, and application having been made by producers and consumers of coal produced in the district comprising Cherokee and Crawford Counties in the State of Kansas, for the establishment of prices for coal of the special sizes known as Nut Run or Stoker Coal and Mill Coal,

and it having been determined by the United States Fuel Administrator that the establishment of prices for such special sizes is required for the proper distribution of coal produced in said district,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective August 3, 1918, until further or other order, and subject to modification hereafter from time to time and at any time:

REGULATION FIXING THE PRICES OF NUT RUN OR STOKER COAL AND MILL COAL IN
CHEROKEE AND CRAWFORD COUNTIES, KANSAS.

The prices of Nut Run or Stoker Coal and Mill Coal produced in Cherokee and Crawford Counties, in the State of Kansas, and shipped on and after the effective date of this Regulation, are hereby fixed f. o. b. cars at the mine, per net ton as follows:

Nut Run or Stoker Coal	\$3.05
Mill Coal	\$2.95

H. A. GARFIELD,

United States Fuel Administrator.

By CYRUS GARNSEY, Jr.,

Asst. United States Fuel Administrator.

WASHINGTON, D. C., August 1, 1918.

Subsection J.—Kentucky.

Order of the United States Fuel Administrator of Oct. 11, 1917, Effective Noon Oct. 11, 1917, Fixing Prices at the Mine for Coal Mined in McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Clay, Owsley, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, and Pike Counties, Kentucky, Floyd, Knott, and Letcher Counties, Kentucky (Excepting coal produced from the thick vein Elkhorn district), Scott, Campbell, Claiborne, Anderson, and Morgan Counties, Tennessee, and Mines Operated Near St. Charles, Lee County, Virginia, by Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co. (Inc.), and Benedict Coal Corporation.

To all persons, firms and corporations engaged in the mining of coal in the Counties of McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Clay, Owsley, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, Pike, and all of Floyd, Knott and Letcher Counties excepting coal produced from the thick vein Elkhorn District in these three Counties, in the State of Kentucky; in the Counties of Scott, Campbell, Claiborne, Anderson and Morgan, in the state of Tennessee; and mines operated near St. Charles, Lee County, Virginia, by the Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co., Inc., and Benedict Coal Corporation, in the State of Virginia:

The President of the United States having heretofore on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Kentucky other than in the Jellico District shall be sold at the following prices, to wit: run of mine, \$1.95 per ton, prepared sizes, \$2.20 per ton, slack or screenings, \$1.70 per ton; that coal mined

in the State of Tennessee other than in the Jellico District shall be sold at the following prices, to wit: run of mine, \$2.30 per ton, prepared sizes \$2.55 per ton, slack or screenings, \$2.05 per ton; and that coal mined in the State of Virginia shall be sold at the following prices, to wit: run of mine, \$2.00 per ton, prepared sizes, \$2.25 per ton, slack or screenings, \$1.75 per ton; and various applications having heretofore been made to the Fuel Administrator for a revision of such prices applicable to such coal mined in the above mentioned Counties in the said States of Kentucky, Tennessee and Virginia, and said applications having been duly considered by the Fuel Administrator;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the States of Kentucky, Tennessee, and Virginia be and the same hereby are modified, pending further investigation, in the following particulars and in no other;

Coal mined in the Counties of McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Clay, Owsley, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, Pike, and all of Floyd, Knott and Letcher Counties excepting coal produced from the thick vein Elkhorn District in these three Counties, in the State of Kentucky; coal mined in the Counties of Scott, Campbell, Claiborne, Anderson, and Morgan, in the State of Tennessee; and coal mined in mines operated near St. Charles, Lee County, Virginia, by the Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co., Inc., and Benedict Coal Corporation, in the State of Virginia, may be sold at prices not to exceed, for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, slack or screenings, \$2.15 per ton.

These prices shall become effective at noon, October 11, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 11, 1917.

*Order of the United States Fuel Administrator of Nov. 5, 1917, Effective 7 a. m., Nov. 6, 1917, Fixing Prices at the Mine for Coal Mined in the Blue Gem Seam in Campbell County, Tennessee, and in Whitley, Knox, Clay, and Bell Counties, Kentucky.*¹

To all persons, firms and corporations engaged in the mining and production of coal in the Blue Gem Seam in Campbell County, in the State of Tennessee, and in the Counties of Whitley, Knox, Clay and Bell, in the State of Kentucky:

The President of the United States, having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Kentucky other than in the Jellico District shall be sold at the following prices, to wit: run of mine, \$1.95 per ton, prepared sizes, \$2.20 per ton, slack or screenings, \$1.70 per ton; that coal mined in the State of Tennessee other than in the Jellico District shall be sold at the following prices, to wit: run of mine, \$2.30 per ton, prepared sizes, \$2.55 per ton, slack or screenings, \$2.05 per ton; and that coal mined in the State of Virginia shall be sold at the following prices, to wit: run of mine, \$2.00 per ton, prepared sizes, \$2.25 per ton, slack or screenings, \$1.75 per ton; and various applications having been heretofore made to the Fuel Administrator for a revision of such prices applicable to

¹ It has been ruled that the prices fixed by the above order include the 45¢ per ton wage increase provided for in the Executive Order of October 27, 1917.

such coal mined in certain mentioned counties in the said States of Kentucky, Tennessee, and Virginia;

And the United States Fuel Administrator, after due consideration of the said applications for revisions of prices, and acting under authority of an Executive Order of the President of the United States dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917, having ordered and directed that until further order in the premises, the above mentioned prices for coal mined in the States of Kentucky, Tennessee and Virginia be modified, pending further investigation, in the following particulars and in no other: Coal mined in the Counties of McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Owsley, Clay, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, Pike, and all of Floyd, Knott and Letcher Counties excepting coal produced from the thick vein Elkhorn District in these three Counties, in the State of Kentucky; coal mined in the Counties of Scott, Campbell, Claiborne, Anderson, and Morgan, in the State of Tennessee; and coal mined in mines, operated near St. Charles, Lee County, Virginia, by the Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co., Inc., and Benedict Coal Corporation, in the State of Virginia, may be sold at prices not to exceed, for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, slack or screenings, \$2.15 per ton;

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices in said Counties, and acting under authority of an Executive Order of the President of the United States dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the above mentioned Counties in the said States of Kentucky, Tennessee and Virginia, be and the same hereby are further modified, pending further investigation, in the following particulars and in no other:

Coal mined in the Blue Gem Seam in the County of Campbell, in the State of Tennessee, and in the Counties of Whitley, Knox, Clay and Bell, in the State of Kentucky, may be sold at prices not to exceed, for run of mine, \$4.00 per ton, prepared sizes, \$4.25 per ton, and slack or screenings, \$2.75 per ton.

These prices shall become effective at 7 a. m., November 6, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., November 5, 1917.

*Order of the United States Fuel Administrator of Dec. 3, 1917, Effective 7 a. m., Dec. 3, 1917, Fixing Prices at the Mine for Coal Mined in Claiborne, Anderson, Morgan, Scott, and Campbell Counties (other than the Blue Gem District), Tennessee, and in Whitley, Knox, Bell, and McCreary Counties (other than the Blue Gem District), Kentucky:*¹

To all persons, firms and corporations engaged in the mining and production of coal in the Counties of Claiborne, Campbell, Anderson, Morgan and Scott, in the State of Tennessee, and in the Counties of Knox, Whitley, Bell, and McCreary, in the State of Kentucky:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food

¹ The increase allowed by the above order was granted with the understanding that it should remain in effect for only 30 days. See letter quoted below:

"We beg to inform you that the order has been entered permitting coal mined in the counties of Claiborne, Campbell, Anderson, Morgan and Scott in the State of Tennessee, and the counties of Knox,

Law, ordered and directed that coal mined in the State of Kentucky, other than in the Jellico District should be sold at the following prices, to wit: run of mine, \$1.95 per ton, prepared sizes, \$2.20 per ton, slack or screenings, \$1.70 per ton, and that coal mined in the State of Tennessee other than in the Jellico District should be sold at the following prices, to wit: run of mine, \$2.30 per ton, prepared sizes, \$2.55 per ton, slack or screenings, \$2.05 per ton; and various applications having been thereafter made to the Fuel Administrator for a revision of such prices applicable to certain mentioned counties, in the said States of Kentucky and Tennessee, and the United States Fuel Administrator, after due consideration of the said applications for revision of prices, having modified the said prices applicable to said counties in said States; and a further application having been made to the United States Fuel Administrator for a further revision of said prices applicable to the above mentioned counties in the States of Tennessee and Kentucky;

Now, the United States Fuel Administrator, having considered the said second application for further revision of prices applicable to the above mentioned Counties, and acting under authority of an Executive Order of the President of the United States dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved Aug. 10, 1917,

Hereby orders and directs that, until further order in the premises the above mentioned prices for coal mined in the States of Tennessee and Kentucky be and the same hereby are further modified, pending further investigation, in the following particulars and in no other: Coal mined in the Counties of Claiborne, Anderson, Morgan, Scott and Campbell other than the Blue Gem District, in the State of Tennessee, and in the Counties of Whitley, Knox, Bell and McCreary, other than the Blue Gem District, in the State of Kentucky, may be sold at prices not to exceed for run of mine, \$2.65 per ton, prepared sizes, \$2.90 per ton, and slack or screenings, \$2.40 per ton. These prices shall become effective at 7 a. m., December 3, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., Dec. 3, 1917.

Order of the United States Fuel Administrator of April 4, 1918, Effective 7 a. m., April 5, 1918, Fixing Prices at the Mine for Coal Mined in Harlan, Perry, and Letcher Counties, Operations in Pike County on the Levisa Fork of the Big Sandy River, and East of the 85th Degree of Longitude except Harlan, Perry, Letcher, Pike and Martin Counties, Kentucky.

To all persons, firms, and corporations engaged in the mining and production of coal in the State of Kentucky:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food

Whitley, Bell and McCreary in the State of Kentucky, to be sold at an increase of 25¢ per ton over the present prices prescribed for such coal.

"This temporary increase was granted by reason of the fact that we are informed that the operators involved misunderstood the rules of this office as to the filing of cost sheets and other data as a necessary preliminary to obtaining any change in the President's prices. An immediate announcement will be made to the coal trade as to these rules so that there may be no further misunderstandings in this regard and that there may be no further necessity for any such temporary orders.

"The advance is granted on the further specific condition, as stated to Mr. Alexander Bonnyman in person, that this price will continue for thirty days from date, the 3rd of December, and that prior to the expiration of this period a definite readjustment of these prices will be made by the Fuel Administration. All companies having any substantial production in the above-named counties that fail to file cost sheets, according to rules, on or before 17th day of December will, at the option of the United States Fuel Administration, be denied the right to use the amended price." (Letter from U. S. Fuel Administration by H. D. Nims to So. Appalachian Coal Operators' Ass'n, dated Dec. 3, 1917.)

On January 4, 1918, the examination of the cost sheets submitted not having been completed, the order was continued in effect, in accordance with its terms, until further notice.

Law, ordered and directed that coal mined in the State of Kentucky should be sold at the prices named in said order; and various applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to certain Counties and fields in said State; and the United States Fuel Administrator, after due consideration of said applications for revision of prices, having, by various orders, ordered and directed a modification of such prices applicable to certain Counties named in such orders;

Now, the United States Fuel Administrator, after further consideration of such applications for revision of prices and of the prices applicable to all coal mined in the State of Kentucky, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the State of Kentucky may be sold at prices not to exceed the following, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
Coal mined in Harlan, Perry and Letcher Counties and operations in Pike County on the Levisa Fork of the Big Sandy River.....	\$2.20	\$2.45	\$1.95
Coal mined east of the eighty-fifth degree of longitude except Harlan, Perry, Letcher, Pike and Martin Counties.....	2.65	2.80	2.40

This order shall become effective at 7 a. m., April 5, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., April 4, 1918.

Order of the United States Fuel Administrator of April 19, 1918, Effective 7 a. m., April 20, 1918, Fixing Prices at the Mine for Coal Mined in the Thacker and Kenova Districts, Kentucky.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Kentucky:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Kentucky should be sold at the prices named in said order; and various applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to certain Counties and coal fields in said State; and the United States Fuel Administrator, after due consideration of said applications for revision of prices, having, by various orders, ordered and directed a modification of such prices applicable to certain Counties named in such orders;

Now, the United States Fuel Administrator, after further consideration of such applications for revision of prices and of the prices applicable to all coal mined in the State of Kentucky, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the following named districts in the State of Kentucky may be sold at prices not to exceed the following, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
Thacker district: operations in Pike County on the watershed of the Tug Fork of the Big Sandy River east of Williamson on the Norfolk & Western Ry.....	\$2.30	\$2.55	\$2.05
Kenova district: operations in Pike and Martin Counties on the watershed of the Tug Fork of the Big Sandy River west of Williamson on the Norfolk & Western Ry.....	2.30	2.55	2.05

This order shall become effective at 7 a. m., April 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., April 19, 1918.

Order of the United States Fuel Administrator of May 7, 1918, Effective 7 a. m., May 1, 1918, Fixing Prices at the mine for Blue Gem Coal Produced in Whitley and Knox Counties, Kentucky, and Campbell County, Tennessee, by Operators in the Tri-County Blue Gem Coal Operators' Association.

To all persons, firms and corporations engaged in the mining and production of coal in the Counties of Whitley and Knox, in the State of Kentucky, and in the County of Campbell in the State of Tennessee:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the States of Kentucky and Tennessee should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in said States;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the Counties of Whitley and Knox, in the State of Kentucky, and in the County of Campbell, in the State of Tennessee should be sold at the following prices, to wit; run of mine, \$2.65 per ton, prepared sizes, \$2.90 per ton; and slack or screenings, \$2.40 per ton.

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that Blue Gem Coal produced in the Counties of Whitley and Knox, in the State of Kentucky, and in the County of Campbell, in the State of Tennessee, by operators who are members of the Tri-County Blue Gem Coal Operators' Association, may be sold at prices not to exceed, for run of mine, \$3.55 per ton, prepared sizes, \$3.80 per ton, slack or screenings, \$2.40 per ton.

This order to become effective at 7 a. m., May 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., May 7, 1918.

Order of the United States Fuel Administrator of June 27, 1918, Effective 7 a. m., June 29, 1918, Fixing Prices at the Mine for Coal Mined in the State of Kentucky, West of the 85th Degree of Longitude.

Applications having been made to the United States Fuel Administrator for further revision of the prices as to bituminous coal mined in the State of Kentucky West of the 85th Degree of Longitude, the United States Fuel Administrator, after due con-

sideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in the State of Kentucky, West of the 85th Degree of Longitude, may be sold at prices not to exceed, f. o. b. cars at the mine, \$1.90 per net ton for run of mine, \$2.15 per net ton for prepared sizes, \$1.60 per net ton for slack or screenings, plus the 45c allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., June 29, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., June 27, 1918.

Order of the United States Fuel Administrator of Aug. 15, 1918, Effective 7 a. m., Aug. 19, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Elkhorn City Coal Company and the Guthrie Coal Company in Pike County, Kentucky.

Applications having been made to the United States Fuel Administrator for further revision of the prices as to bituminous coal mined by the Elkhorn City Coal Company and the Guthrie Coal Company, in the County of Pike, in the State of Kentucky, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by the Elkhorn City Coal Company and the Guthrie Coal Company, in the County of Pike, in the State of Kentucky, may be sold at prices not to exceed, f. o. b. cars at the mine, \$2.55 per net ton for run of mine, \$2.80 per net ton for prepared sizes, \$2.30 per net ton for slack or screenings, plus the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., August 19, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., August 15, 1918.

Order of the United States Fuel Administrator of Aug. 15, 1918, Effective 7 a. m., August 19, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Wallen Jellico Coal Company in Whitley County, Kentucky.

Application having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined by the Wallen Jellico Coal Company, in the County of Whitley, in the State of Kentucky, the United States Fuel Administrator, after due consideration of such application, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by the Wallen Jellico Coal Company, in the County of Whitley, in the State of Kentucky, may be sold at prices f. o. b. cars at the mine not to exceed \$3.25 per net ton for run of mine, \$3.50 per net ton for prepared sizes, \$2.50 per net ton for slack or screenings, provided said coal is

not sold as Blue Gem coal. To said prices may be added the 45¢ allowance for wage increase if the said company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., August 19, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., August 15, 1918.

Order of the United States Fuel Administrator of Aug. 21, 1918, Effective 7 a. m., Aug. 23, 1918; Fixing Prices at the Mine for Bituminous Coal Mined in the State of Kentucky.

Applications having been made to the United States Fuel Administrator for revision of the prices of bituminous coal mined in the State of Kentucky, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined in the several districts of the State of Kentucky may be sold at prices f. o. b. cars at the mine not to exceed the following per net ton, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
District No. 1, to wit: That part of Kentucky west of the 85th degree of longitude.....	\$1.90	\$2.15	\$1.60
District No. 2, to wit: The Counties of Harlan, Letcher and Perry, except the operations in Perry County included in District No. 3.....	2.10	2.35	1.85
District No. 3, to wit: That part of Kentucky east of the 85th degree of longitude, excepting Harlan, Letcher, and Martin Counties, that part of Pike County on the watershed of the Tug Fork of the Big Sandy River, and that part of Perry County included in District No. 2, but including the operations in Perry County of Hazard Coal Company, Diamond Block Coal Company, Coneva Coal Corporation, Storm King Coal Company, C. H. McDonald Coal Company, Four Seam Block Coal Company, Daniel Boone Coal Company, Blue Grass Coal Corporation, Columbus Mining Company, No. 4 Coal Company, and Walker's Branch Mining Company.....	2.55	2.80	2.30
District No. 4, or Thacker, to wit: Operations in Pike County on the watershed of the Tug Fork of the Big Sandy River east of Williamson on the Norfolk & Western Railroad.....	2.20	2.45	1.95
District No. 5, or Kenova, to wit: Martin County, and operations in Pike County on the watershed of the Tug Fork of the Big Sandy River west of Williamson on the Norfolk & Western Railroad.....	2.20	2.45	1.95

Provided however, that the foregoing prices shall not be applicable to coal mined by the producers and at the operations hereinafter mentioned, but such coal may be sold by said producers at prices f. o. b. cars at the mines not to exceed the following per net ton, viz.

	Run of mine.	Prepared sizes.	Slack or screenings.
Blue Gem Coal produced in Knox and Whitley Counties by operators who are members of the Tri-County Blue Gem Coal Operators' Association...	\$3.55	\$3.80	\$2.40
Coal produced in Whitley County by the Wallen-Jellico Coal Company...	3.25	3.50	2.50
Coal produced in Pike County by the Elkhorn City Coal Company, and the Guthrie Coal Company.....	2.55	2.80	2.30

To the above prices there may be added the 45-cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This Order to become effective at 7 a. m. August 23, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., August 21, 1918.

Order of the United States Fuel Administrator of Sept. 4, 1918, Correcting as of Aug. 21, 1918, the Order of Aug. 21, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in Kentucky.

Whereas by an order dated August 21, 1918, the United States Fuel Administrator established maximum prices f. o. b. cars at the mine for Bituminous Coal mined in the State of Kentucky, effective at 7 a. m., August 23, 1918, in which order there appeared clerical errors in the prices fixed for Blue Gem Coal produced in Knox and Whitley Counties by operators who are members of the Tri-County Blue Gem Coal Operators' Association, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that said order of August 21, 1918, be, and the same hereby is amended and corrected as of August 21, 1918, by striking out after the words, "Blue Gem Coal produced in Knox and Whitley Counties by operators who are members of the Tri-County Blue Gem Coal Operators' Association" in the columns headed, "Run of Mine," "Prepared sizes," and "Slack or Screenings," respectively, the figures, "\$3.55"; "\$3.80"; and "\$2.40," and substituting therefor the figures, "\$3.45"; and "3.70"; and "\$2.30."

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., September 4, 1918.

Order of the United States Fuel Administrator of Sept. 24, 1918, Effective Sept. 25, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by Norton Coal Company, White Plains Coal Co., and B. D. Williams Coal Co. in the Empire or Mannington Seam in Christian and Hopkins Counties, Kentucky.

Applications having been made to the United States Fuel Administrator for further revision of prices of bituminous coal mined by the Norton Coal Company, White Plains Coal Company, and B. D. Williams Coal Company in the Empire or Mannington Seam, in Christian and Hopkins Counties in the State of KENTUCKY,

The United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined by Norton Coal Company, White Plains Coal Company, and B. D. Williams Coal Company in the Empire or Mannington Seam, in Christian and Hopkins Counties in the State of Kentucky, may be sold at prices f. o. b. cars at the mine not to exceed \$2.35 per net ton for run of mine; \$2.60 per net ton for prepared sizes; \$2.00 per net ton for slack or screenings. To these prices may be added the 45 cent allowance for wage increase in any case in

which the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective September 25, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., September 24, 1918.

Order of the United States Fuel Administrator of Sept. 24, 1918, Effective 7 a. m., Sept. 25, 1918, Fixing Prices at the Mine for Bituminous Coal mined by the Kentucky Block Cannel Coal Co. South of the Licking River in Morgan County, Kentucky.

Application having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined by Kentucky Block Cannel Coal Company south of the Licking River in Morgan County in the State of Kentucky,

The United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined by Kentucky Block Cannel Coal Company south of the Licking River in Morgan County in the State of Kentucky may be sold at prices f. o. b. cars at the mine not to exceed \$3.45 per net ton for run of mine, \$3.50 per net ton for prepared sizes, \$2.30 per net ton for slack or screenings. To these prices may be added the 45 cent allowance for wage increase if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., September 25, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., September 24, 1918.

Order of the United States Fuel Administrator of Oct. 3, 1918, Effective 7 a. m., Oct. 5, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by Loony Creek Coal Co. in Harlan County, Kentucky, and by Reliance Coal & Coke Co. at its Glowmar Mine in Perry County, Kentucky.

Applications having been made for a further revision of the prices of bituminous coal mined by Loony Creek Coal Company in Harlan County, Kentucky, and by Reliance Coal & Coke Company at its Glowmar mine in Perry County, Kentucky, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined by Loony Creek Coal Company, in Harlan County in the State of Kentucky, and by Reliance Coal & Coke Co., at its Glowmar mine in Perry County in the State of Kentucky, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz., for run of mine, \$2.55; for prepared sizes, \$2.80; for slack or screenings, \$2.30. To these prices may be added the 45 cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This Order to be effective at 7 a. m., October 5, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., October 3, 1918.

Order of the United States Fuel Administrator of Oct. 25, 1918, Effective 7 a. m., October 28, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in Knox and Whitley Counties, Kentucky, by Members of the Tri-County Blue Gem Operators' Association.

Application having been made for a further revision of the prices of bituminous coal mined in Knox and Whitley Counties in the State of Kentucky by producers who are members of the Tri-County Blue Gem Operators' Association, the United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined in Knox and Whitley Counties in the State of Kentucky by producers who are members of the Tri-County Blue Gem Operators' Association, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz.: for run of mine, \$2.55; for prepared sizes, \$3.70; for slack or screenings, \$2.30. To these prices may be added the 45 cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This Order to be effective at 7 a. m., October 28, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., October 25, 1918.

Order of the United States Fuel Administrator of Oct. 26, 1918, Effective 7 a. m., October 28, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in Bell County, Kentucky, by Climax Coal Co., Low Ash Mining Co., Southern Mining Co., Varilla Mining Co., Winona Coal Co., or Yellow Creek Coal Co.

Applications having been made to the United States Fuel Administrator for further revision of the prices of bituminous coal mined in Bell County, in the State of Kentucky, by the operators hereinafter named, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in Bell County, in the State of Kentucky, by Climax Coal Company, Low Ash Mining Company, Southern Mining Company, Varilla Mining Company, Winona Coal Company, or Yellow Creek Coal Company, may be sold at prices f. o. b. cars at the mine, not to exceed \$2.60 per net ton for run of mine, \$2.85 per net ton for prepared sizes, \$2.30 per net ton for slack or screenings. To these prices may be added the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., October 28, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., October 26, 1918.

Order of the United States Fuel Administrator of Oct. 26, 1918, Effective 7 a. m., Oct. 28, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by Certain Operators in Harlan County, Kentucky.

Applications having been made to the United States Fuel Administrator for further revision of the prices of bituminous coal mined in Harlan County in the State of

Kentucky, by the operators hereinafter named, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that bituminous coal mined in Harlan County in the State of Kentucky, by Clover Fork Coal Company, Golden Ash Coal Company, King Harlan Coal Company, Lick Branch Coal Company, Wilson Berger Coal Company, East Harlan Coal Company, R. C. Tway Coal Company, White Star Coal Company, Harlan Fox Coal Company, Wallins Creek Coal Company, Harlan Gas Coal Company, Creech Coal Company, Banner Fork Coal Company, McComb Coal Company, Bear Branch Coal Company, Kentucky Harlan Coal Company, Middleton Coal Company, or Kentucky King Coal Company, may be sold at prices f. o. b. cars at the mine, not to exceed \$2.15 per net ton for run of mine, \$2.40 per net ton for prepared sizes, \$1.85 per net ton for slack or screenings. To these prices may be added the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., October 28, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., October 26, 1918.

Order of the United States Fuel Administrator of Dec. 6, 1918, Effective 7 a. m., Dec. 7, 1918, Fixing Prices at the Mine for Coal Mined in Knox and Whitley Counties, Kentucky, by Members of the Tri-County Blue Gem Coal Operators' Ass'n.

Application having been made for a further revision of the prices of bituminous coal mined in Knox and Whitley Counties in the State of Kentucky by operators who are members of the Tri-County Blue Gem Coal Operators' Association, the United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that bituminous coal mined in Knox and Whitley Counties in the State of Kentucky by operators who are members of the Tri-County Blue Gem Coal Operators' Association, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz: For run of mine, \$3.30; for prepared sizes, \$4.05; for nut and slack through one and one-quarter inch ($1\frac{1}{4}$ ") bars, \$2.55; for screenings, \$2.30. To these prices may be added the 45-cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to be effective at 7 a. m., December 7, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., December 6, 1918.

Subsection K.—Maryland.

Order of the United States Fuel Administrator of Dec. 3, 1917, Effective Dec. 3, 1917, Fixing Prices at the Mine for Bituminous Coal Mined by the North Maryland Coal Mining Company in Allegany County, Maryland.

To all persons, firms, and corporations engaged in the mining and production of coal in the State of Maryland:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food

Law, ordered and directed that coal mined in the State of Maryland should be sold at the following prices, to-wit: run of mine, \$2.00, prepared sizes, \$2.25, slack or screenings, \$1.75; and an application having been made to the United States Fuel Administrator for a revision of such prices applicable to said coal mined in the State of Maryland, and the said application having been duly considered by the United States Fuel Administrator;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined by the North Maryland Coal Mining Company, in Allegany County in the State of Maryland, may be sold, pending further investigation, at prices not to exceed, for run of mine, \$2.75 per ton.

These prices shall become effective December 3, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *December 3, 1917.*

Order of the United States Fuel Administrator of Jan. 31, 1918, Effective 7 a. m., Feb. 1, 1918, Fixing Prices at the Mine for Coal Mined in Maryland, and in Mineral, Grant, Tucker, and the Extreme Eastern and Southeastern Portions of Preston Counties, West Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Maryland and West Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Maryland and in the State of West Virginia other than the New River District should be sold at the respective prices named in said order; and an application having been made thereafter to the United States Fuel Administrator for a revision of prices applicable to coal mined by the North Maryland Coal Mining Company in the State of Maryland, and the United States Fuel Administrator, after due consideration of said application, having authorized the said The North Maryland Coal Mining Company to sell coal mined by it at the price of \$2.75 for run of mine;

And a further application having been made to the United States Fuel Administrator for a revision of prices applicable to certain coal fields in the States of Maryland and West Virginia known as the Upper Potomac, Cumberland and Piedmont Fields;

Now, the United States Fuel Administrator, after due consideration of the said further applications for revision of prices, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined in the Upper Potomac, Cumberland and Piedmont Fields, comprising all coal mined in the State of Maryland and in the Counties of Mineral, Grant and Tucker and the extreme Eastern and Southeastern portion of Preston County, in the State of West Virginia, may be sold, pending further investigation, at prices not to exceed the following: for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, and slack or screenings, \$2.15 per ton.

These prices to become effective at 7 a. m., February 1, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *January 31, 1918.*

Subsection L.—Michigan.

Order of the United States Fuel Administrator of Oct. 26, 1917, Effective 7 a. m. Oct. 27, 1917, Fixing Prices at the Mine for Coal Mined in the State of Michigan.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Michigan:

An application having been made to the United States Fuel Administrator to fix the prices at which coal may be sold in the State of Michigan:

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that, until further order in the premises, and pending further investigation, coal mined in the State of Michigan may be sold at the following prices, to wit: run of mine, \$3.15 per ton, prepared sizes, \$3.60 per ton, and slack or screenings, \$2.20 per ton.

These prices shall become effective at 7 a. m., October 27th, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., October 26th, 1917.

Order of William K. Prudden, Federal Fuel Administrator for Michigan, of November 28, 1917, Effective November 30, 1917, Fixing Prices at the Mine for Coal Mined by What Cheer Mining Co., Banner Coal Co., Bliss Coal Co., Robert Gage Coal Company, Beaver Coal Co., Consolidated and Wolverine Coal Cos., Handy Brothers, and at the Caledonia Mine Operated by Robert Gage Coal Co., and the Flint Mine Operated by What Cheer Mining Co.¹

On the 27th day of October, 1917, the President of the United States set prices at which coal mined in Michigan was to be sold at said mines, which prices were as follows: Prepared size \$3.60; Run of Mine \$3.15; Slack \$2.20 per ton.

In view of recent increased cost of mining and to give to said operators a fair profit under present conditions, Dr. H. A. Garfield, Federal Fuel Administrator, delegated to the Federal Fuel Administrator for Michigan the power to investigate and to determine whether said prices were just and fair to said operators, with the further power and authority to make such changes as in his judgment seemed just and fair. The Federal Trade Commission has furnished to the State Fuel Administrator a full and complete summary of the business of said mines as taken from the books and reports of said companies for a period of eight months of 1916, and for each month of the year 1917 up to and including the month of August.

These figures show a good average profit to the operators of said mines. The figures of July, 1917, show that the average profit of all the companies in the Saginaw and Bay City districts if sold during July, 1916, at the President's prices hereinbefore named, the margin of profit would have been seventy six cents per ton, and at the prices which the product of said mines was actually sold, showed a margin of profit of \$1.00 per ton. The average selling price per ton for the month of July, 1917, was \$3.47. It is a well known fact that many orders and contracts entered into since July, 1917, show an average selling price largely in excess of four dollars per ton. If all of these orders were

¹ The prices fixed by this order include the 45¢ per ton wage increase provided for in the Executive Order of Oct. 27, 1917. They were fixed pursuant to the following authorization:

"You are hereby authorized until further order in the premises with the advice of your general State Committee, to fix the price f. o. b. mine at which coal mined in the State of Michigan and sold in such State to the consumer for consumption in such State, may be sold f. o. b. mine." (Telegram from H. A. Garfield, U. S. Fuel Administrator to William K. Prudden, Federal Fuel Administrator for Michigan, dated Nov. 9, 1917.

to be filled at the contract prices, the profit to said companies, even if compelled to sell their free coal at the President's prices, would be a handsome profit.

It is the desire and purpose of the government to set such prices as will furnish to the consumer the coal at a reasonable price and at the same time to give to the producer a fair profit.

The operators of Michigan mines claim they cannot operate the mines at the prices set by the President in view of the late increased cost of mining due to certain raise in wages of the Michigan miners. In view of the excessive prices at which coal has been sold and contracted for during the past few months, and so little free coal claimed by the operators to be for sale at any new prices, the State Fuel Administrator cannot agree with said statement:

After careful consideration of all the circumstances and conditions and the further fact that some of the coal now claimed to be under contract may have to be furnished for emergency needs, the State Fuel Administrator hereby decrees and orders that from and after the 30th day of November, the prices at which coal shall be sold at the mines owned or operated by the following companies:

What Cheer Mining Company,

Banner Coal Company,

Bliss Coal Company,

Robert Gage Coal Company,

Beaver Coal Company,

Consolidated and Wolverine Coal Companies,

shall be: Prepared, \$4.40, Mine run \$3.85, Slack \$2.70.

It further appears that the mine of Handy Brothers having according to their statements mining cost higher than some others, and until further notice the prices at said mine shall be \$4.70; \$4.15 and \$3.00.

That the prices at the Caledonia Mine, operated by the Robert Gage Coal Company shall be until further notice as set by me on November 16th, \$5.50 \$5.00 and \$4.00. That the prices at the Flint Mine operated by the What Cheer Mining Company shall be until further notice as set by me November 14th, \$6.00 for prepared coal and \$4.00 for slack.

All of the above increased prices are made under the following conditions:

1. That said operators shall operate all the mines owned or controlled by them to their maximum capacity.
2. That not less than twenty-five per cent of the total output of said mines shall be subject to the order of the State Fuel Administrator for emergency needs.
3. That no contracts or orders beyond a delivery period of thirty days shall be made at the prices herein named without the consent of the State Fuel Administrator.
4. That no company operating coal mines within the State of Michigan shall furnish to any consumer within said state, whether under contract or not, any coal beyond a reasonable amount for present needs.

W. K. PRUDDEN,
Federal Fuel Administrator.

LANSING, MICHIGAN, *November 28th, 1917.*

Order of the United States Fuel Administrator of August 13, 1918, Effective 7 a. m., August 16, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in Michigan.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined in the State of Michigan, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined in Michigan may be sold at prices f. o. b. cars at the mine not to exceed the following per net ton, viz.: for run of mine, \$3.05; for prepared sizes, \$3.50; for slack or screenings, \$2.45, *provided however*, that the prices aforesaid shall not be applicable to coal mined by the producers, and at the mines hereinafter specified, which last mentioned coal may be sold at prices f. o. b. cars at the mines not to exceed the prices set opposite the names of the several producers and mines in the following schedule.

Name of producer or mine.	Run of mine.	Prepared sizes.	Slack or screenings.
What Cheer Mining Company.....	\$3.30	\$3.85	\$2.50
Banner Coal Company.....	3.30	3.85	2.50
Bliss Coal Company.....	3.30	3.85	2.50
Robert Gage Coal Company.....	3.30	3.85	2.50
Beaver Coal Company.....	3.30	3.85	2.50
Consolidated & Wolverine Coal Company.....	3.30	3.85	2.50
Handy Brothers.....	3.60	4.15	2.80
Caledonia Mine (operated by Robert Gage Coal Co.).....	4.45	4.95	3.80
Flint Mine (operated by What Cheer Mining Co.).....	3.05	5.45	3.80

To the foregoing prices there may be added the 45 cent allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This Order to become effective at 7 a. m., August 16, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

By CYRUS GARNSEY, Jr.,
Asst. United States Fuel Administrator.

WASHINGTON, D. C., August 13, 1918.

Subsection M.—Missouri.

Order of the United States Fuel Administrator of Oct. 1, 1917, Effective 7 a. m., Oct. 1, 1917, Fixing Prices at the Mine for Coal Mined in Lafayette, Ray, Clay, Platte, and Linn Counties, Missouri, and for certain Mines at Leavenworth, Kansas.

To all persons, firms and corporations engaged in the mining and production of coal in Lafayette, Ray, Clay, Platte and Linn Counties, in the State of Missouri:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Missouri shall be sold at the following prices, to wit: run of mine, \$2.70 per ton, prepared sizes, \$2.95 per ton, and slack or screenings, \$2.45 per ton; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in the State of Missouri and the said application having been duly considered by the Fuel Administrator;

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the State of Missouri be and the same hereby are modified, pending further investigation, in the following particulars and in no other: Coal mined in Lafayette, Ray, Clay, Platte and Linn Counties, in the State of Missouri, may be sold at prices not to exceed, for run of mine, \$3.15 per ton, prepared sizes, \$3.40 per ton, and slack or screenings, \$2.90 per ton.

These prices shall become effective at 7 a. m., October 1, 1917.

Mines at Leavenworth, Kansas, where the major portion of the coal is mined in the State of Missouri, are to be regarded as Missouri mines.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 1, 1917.

Order of the United States Fuel Administrator of Oct. 26, 1917, Effective 7 a. m., Oct. 27, 1917, Fixing Prices at the Mine for Coal Mined in Putnam County and the Longwall Thin Seam Mines in Randolph County, Missouri.

To all persons, firms and corporations engaged in the mining and production of coal in Putnam County and the Longwall Thin Seam Mines in Randolph County, in the State of Missouri:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Missouri shall be sold at the following prices, to wit: run of mine, \$2.70 per ton; prepared sizes, \$2.95 per ton; and slack or screenings, \$2.45 per ton; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in Putnam County and in the Longwall Thin Seam Mines in Randolph County, in the State of Missouri;

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the State of Missouri be and the same hereby are modified, pending further investigation, in the following particulars and in no other: Coal mined in Putnam County and in the Longwall Thin Seam Mines in Randolph County, in the State of Missouri, may be sold at prices not to exceed, for run of mine, \$3.15; prepared sizes, \$3.40, and slack or screenings, \$2.90.

These prices shall become effective at 7 a. m., October 27th, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., October 26th, 1917.

Order of the United States Fuel Administrator of April 19, 1918, Effective 7 a. m., April 20, 1918, Fixing Prices at the mine for Coal Mined in Districts Nos. 1 and 2, Grundy County, Operations of the Star Coal Co. in Adair County, Shaft Workings in the Lightning Creek or Upper Thin Vein in Barton, Bates and Vernon Counties, and Platte County, Missouri.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Missouri:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law; ordered and directed that coal mined in the State of Missouri should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to certain Counties in said State; and the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed a modification of such prices applicable to certain Counties named in said order;

Now, the United States Fuel Administrator, after further consideration of said Applications for revision of prices and of the prices applicable to all coal mined in the State of Missouri, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that coal mined in the State of Missouri may be sold at prices not to exceed the following, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
District Number 1, Audrain, Barton, Bates, Calloway, Henry, Johnson, Monroe, Randolph, Ralls, St. Clair, Schuyler, Vernon and Montgomery Counties, Adair County except operations of the Star Coal Co., and Macon County east of New Cambria and mining operations not covered by other rulings.....	\$2.70	\$2.95	\$2.45
District Number 2, Boone, Clay, Cooper, Chariton, Carroll, Dade, Harrison, Linn, Lafayette, Putnam, Ray and Sullivan Counties, and Macon County west of New Cambria, and the long wall thin seam mines in Randolph County.....	3.15	3.40	2.45
Grundy County, operations of the Star Coal Co. in Adair County, and shaft workings in the Lightning Creek or upper thin vein in Barton, Bates and Vernon Counties.....	3.65	3.95	2.45
Platte County.....	3.40	3.65	2.45

This order shall become effective at 7 a. m., April 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., April 19, 1918.

Order of the United States Fuel Administrator of Aug. 1, 1918, Effective Aug. 3, 1918, Fixing Prices at the Mine for Nut Run or Stoker Coal and Mill Coal Produced in Barton and Vernon Counties, Missouri.

The United States Fuel Administrator having, by a regulation promulgated May 27, 1918, and contained in Publication No. 25 of the United States Fuel Administration, defined the terms "slack or screenings" and "prepared sizes" as used in the Executive Order of the President dated August 21, 1917, and in the orders of the United States Fuel Administrator fixing prices of bituminous coal, and it having been provided in Section 4 of such Regulation that the United States Fuel Administrator, upon application from producers or consumers in any district might establish prices for any special sizes different from those defined in said regulation, or for any mixture of sizes required for the proper distribution of coal from such district, and application having been made by producers and consumers of coal produced in the district comprising Barton and Vernon Counties in the State of Missouri, for the establishment of prices for coal of the special sizes known as Nut Run or Stoker Coal and Mill Coal, and it having been determined by the United States Fuel Administrator that the establishment of prices for such special sizes is required for the proper distribution of coal produced in said district,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator; and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following Regulation, effective August 3, 1918, until further or other order, and subject to modification hereafter from time to time, and at any time:

**REGULATION FIXING THE PRICES OF NUT RUN OR STOKER COAL AND MILL COAL, IN BARTON
AND VERNON COUNTIES, MISSOURI.**

The prices of Nut Run or Stoker Coal and Mill Coal produced in Barton and Vernon Counties, in the State of Missouri, and shipped on and after the effective date of this Regulation, are hereby fixed f. o. b. cars at the mine, per net ton as follows:

Nut Run or Stoker Coal.....	\$3. 05
Mill Coal.....	\$2. 95

H. A. GARFIELD,
United States Fuel Administrator,
By CYRUS GARNSEY, Jr.,
Asst. United States Fuel Administrator.

WASHINGTON, D. C., August 1, 1918.

Order of the United States Fuel Administrator of Sept. 11, 1918, Effective 7 a. m., Sept. 14, 1918, Fixing Prices at the Mine for Coal Mined by the Moniteau Company in Moniteau and Morgan Counties, Missouri.

The United States Fuel Administrator acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by the Moniteau Company, in the Counties of Moniteau and Morgan, in the State of Missouri may be sold at prices f. o. b. cars at the mine not to exceed \$4.50 per net ton for run of mine; \$5.00 per net ton for prepared sizes; \$2.45 per net ton for slack or screenings, plus the 45 cent allowance for wage increase if the producing company is entitled to add such allowance under the President's Order of October 27, 1917,

This Order to become effective at 7 a. m., September 14th, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., September 11, 1918.

Subsection N.—Montana.

Order of the United States Fuel Administrator of Oct. 26, 1917, Effective 7 a. m., Oct. 27, 1917, Fixing Prices at the Mine for Coal Mined in the State of Montana.

To all person, firms and corporations engaged in the mining and production of coal in the State of Montana:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Montana shall be sold at the following prices, to wit: run of mine, \$2.70 per ton, prepared sizes, \$2.95 per ton, and slack or screenings, \$2.45 per ton; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mine in the State of Montana, and the said application having been duly considered by the Fuel Administrator;

Now, by direction of the President of the United States, the United States Fuel Administrator hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the State of Montana be and the same hereby are modified, pending further investigation, in the following particulars and

in no other: for run of mine, \$2.70 per ton, prepared sizes, \$3.60 per ton, and slack or screenings, \$1.50 per ton.

These prices shall become effective at 7 a. m., October 27th, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 26th, 1917.

Order of the United States Fuel Administrator of March 7, 1918, Effective 7 A. M., March 11, 1918, Fixing Prices at the Mine for Coal Mined in the States of Montana, Wyoming and Utah.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Montana, Wyoming and Utah:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the States of Montana, Wyoming and Utah should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in said States;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the State of Montana should be sold at the following prices, to wit: run of mine, \$2.70 per ton, prepared sizes, \$3.60 per ton, and slack or screenings, \$1.50 per ton, and that coal mined in the State of Wyoming should be sold at the following prices, to wit: run of mine, \$2.50 per ton, prepared sizes, \$3.50 per ton, and slack or screenings, \$1.25 per ton;

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the States of Montana, Wyoming and Utah may be sold at prices not to exceed, for run of mine, \$2.65 per ton, prepared sizes, \$3.30 per ton, slack or screenings, \$1.50 per ton.

This order to become effective at 7 a. m., March 11, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., March 7, 1918.

Order of the United States Fuel Administrator of May 7, 1918, Effective 7 a. m., May 1, 1918, Fixing Prices at the Mine for Coal Mined in the State of Montana.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Montana:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Montana should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in said State;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the State of Montana should be sold at the following prices, to wit: run of mine, \$2.65 per ton, prepared sizes, \$3.30 per ton, and slack or screenings, \$1.50 per ton.

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the State of Montana, may be sold at prices not to exceed, for run of mine, \$2.70 per ton, prepared sizes, \$3.60 per ton, slack or screenings, \$1.00 per ton.

This order to become effective at 7 a. m., May 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., May 7, 1918.

Subsection O.—New Mexico.

Order of the United States Fuel Administrator of Oct. 27, 1917, Effective 7 a. m., Oct. 28, 1917, Fixing Prices at the Mine for Coal Mined in the Raton District in the State of New Mexico:

To all persons, firms and corporations engaged in the mining and production of coal in the State of New Mexico:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of New Mexico shall be sold at the following prices, to wit: run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, and slack or screenings, \$2.15 per ton; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to said coal mined in the State of New Mexico, and the said application having been duly considered by the Fuel Administrator;

Now, by direction of the President of the United States, the United States Fuel Administrator hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the State of New Mexico be and the same hereby are modified, pending further investigation, in the following particulars and in no other: Coal mined in the Raton District of the State of New Mexico is hereby re-classified and the prices thereof made to correspond with the prices now prevailing in the Trinidad District of Colorado; and hereafter, and until further order in the premises, coal mined in the said Raton District of the State of New Mexico may be sold at prices not to exceed, for run of mine, \$2.75 per ton, prepared sizes, \$3.25 per ton, and slack or screenings, \$2.00 per ton.

These prices shall become effective at 7 a. m., October 28, 1917.

H. A. GARFIELD,
U. S. Fuel Administrator.

WASHINGTON, D. C., October 27, 1917.

Announcement of Mine Prices for Bituminous Coal Mined in the State of New Mexico, Effective Nov. 26, 1917, Published by the Federal Fuel Administrator for New Mexico.¹

The following is the scale of prices for coal at the mines fixed by authority of the U. S. Fuel Administrator, effective from Nov. 26th, 1917:

¹ This published announcement includes general prices fixed by the United States Fuel Administrator's order of October 27, 1917, for the Raton District. The prices announced for the Sugarite Cerrillos, Carthage, Monero, and Gallup fields were fixed by order of Federal Administrator McDonald, effective November 26, 1917, pursuant to authority from the United States Fuel Administrator. Federal Fuel Administrator McDonald died in April, 1918, and the original order effective November 26, 1917, cannot now be found. All the prices as announced include the 45 cent allowance for wage increase provided by the President's order of October 27, 1917.

District.	Mine run.	Prepared sizes.	Slack.
Sugarite.....	\$3.45	\$4.45	\$2.45
Cerrillos.....	4.50	5.50	4.00
Carthage.....	4.50	5.50	4.00
Monero.....	3.45	4.45	2.45
Gallup.....	3.50	4.95	2.45
Raton.....	3.20	3.70	2.45
All other mines.....	2.85	3.10	2.60

These are the prices as fixed for the time being, but are subject to change if thought advisable on further investigation. Should any change be made at any time, you will be promptly notified. Retail prices will be governed according to instructions already furnished.

WM. C. McDONALD,
Federal Fuel Administrator for New Mexico.

*Announcement of Mine Prices for Bituminous Coal Mined in the State of New Mexico, Effective April 1, 1918, Published by the Federal Fuel Administrator for New Mexico.*¹

UNITED STATES FUEL ADMINISTRATION, ALBUQUERQUE, NEW MEXICO.

The following scale of prices for bituminous coal at the mines in this state is announced by Administrator Garfield as effective April 1st, 1918:

District.	Mine run.	Prepared sizes.	Slack.
Raton.....	\$2.80	\$3.70	\$2.10
Cerrillos.....	4.50	5.00	4.00
Carthage.....	4.70	5.50	4.00
Sugarite.....	3.45	4.45	2.45
Monero.....	3.45	4.45	2.45
Gallup.....	3.50	4.50	2.45

These prepared sizes are subject to summer reductions of 50 cents April first, 40 cents May first, 30 cents June first, 20 cents July first and 10 cents August first. The 45 cents per ton increase allowed in the President's order of October 27, 1917, Publication 2-A, is included in the said prices.

W. C. McDONALD,
United States Fuel Administrator for New Mexico.

Order of the United States Fuel Administrator of Aug. 29, 1918, Effective 7 a. m., Aug. 30, 1918, Fixing Prices at the Mine for Coal Mined in the Cerrillos Field, New Mexico.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined in the Cerrillos Field, State of New Mexico, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in the Cerrillos Field, in the State of New Mexico, may be sold at prices f. o. b. cars at the mine not to exceed the following per net ton, viz.: for run of mine, \$4.05; for prepared sizes, \$5.05; for slack

¹ The prices announced above were fixed by order of Federal Fuel Administrator McDonald, effective April 1, 1918, pursuant to authority from the United States Fuel Administrator. Federal Fuel Administrator McDonald died in April, 1918, and the original order effective April 1, 1918, cannot now be found.

or screenings, \$3.55. To the foregoing prices may be added the 45 cent allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

Said prices are subject to the following monthly summer reductions: 25 cents for the month of July, and 15 cents for the month of August.

This Order to become effective at 7 a. m., August 30, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *August 29, 1918.*

Subsection P.—North Dakota.

Order of the United States Fuel Administrator of Jan. 3, 1918, Effective 7 a. m., Jan. 4, 1918, Fixing Prices at the Mine for Lignite Coal Mined in the State of North Dakota.

To all persons, firms and corporations engaged in the mining and production of lignite coal in the State of North Dakota:

An application having been made to the United States Fuel Administrator to fix the prices at which lignite coal may be sold in the State of North Dakota, and the said United States Fuel Administrator having duly considered the said application,

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, lignite coal mined in the State of North Dakota may be sold, pending further investigation, at prices not to exceed the following, to wit: Run of mine, \$2.25 per ton, Screenings, \$1.25 per ton, Screened Lump, \$2.50 per ton, 6" Steam Lump, \$2.00 per ton.

These prices shall become effective at 7 a. m., January 4, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *January 3, 1918.*

Order of the United States Fuel Administrator of May 24, 1918, Effective 7 a. m. May 24, 1918, Fixing Prices at the Mine for Lignite Coal Mined in the State of North Dakota.

To all persons, firms and corporations engaged in the mining and production of coal in the State of North Dakota:

The United States Fuel Administrator for the State of North Dakota, one I. P. Baker, having heretofore on or about the 3rd day of January, 1918, by authority and under the direction of the United States Fuel Administrator of Washington, ordered and directed that lignite coal mined in the State of North Dakota should be sold at prices not to exceed the following, viz:

Run of Mine	\$2.25
Screenings	1.25
Screened Lump	2.50
6-inch Steam Lump	2.00

and various applications having been made thereafter to the United States Fuel Administrator for a revision of such prices;

And the United States Fuel Administrator, after due consideration of the said applications for revision of prices applicable to all lignite coal mined in the State of North Dakota, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of other executive orders, and in furtherance of the purpose of said orders and of the Act of

Congress, known as the "Food Law," therein referred to and approved August 10, 1917,

Hereby orders and directs that lignite coal mined in the State of North Dakota may be sold at prices not to exceed the following, viz:

Coal mined in North Dakota.	Run of mine.	Prepared sizes.	6" steam lump.	Screenings or slack.
All coal mined South of the 12th Standard Parallel.....	\$2.25	\$2.50	\$2.00	\$1.25
All coal mined North of the 12th Standard Parallel.....	2.70	3.00	2.50	1.00

This order to become effective at 7 a. m., May 24, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., May 24, 1918.

Subsection Q.—Ohio.

*Order of the United States Fuel Administrator of Nov. 5, 1917, Effective 7 a. m., Nov. 6, 1917, Fixing Prices at the Mine for Coal Mined in Deerfield or Palmyra Field, the Massillon Field, and the Jackson Field in the State of Ohio.*¹

To all persons, firms and corporations engaged in the mining and production of coal in the State of Ohio:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Ohio shall be sold at the following prices, to wit: run of mine, \$2.35 per ton, prepared sizes, \$2.60 per ton, and slack or screenings, \$2.10 per ton; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined

¹ On Jan. 19, 1918, official ratification of the action of the operators of Lawrence County, Ohio, in charging Jackson Field prices for coal mined in Lawrence County was given by the United States Fuel Administration in the following letter:

"Following up our recent exchange of telegrams as to the proper classification of bituminous prices for Lawrence County, Ohio, we have received your representative, Mr. I. P. Blanton, who has presented evidence to substantiate your claim that the coal field lying in Lawrence County is a part of the so-called Jackson Field and its operations are therefore entitled to prices established by the U. S. Fuel Administration for the Jackson Field on November 6th, 1917, as follows net tons, f. o. b. mines—

Mine run.....	\$3.75
P. S.....	4.00
Screenings.....	3.50

"We have submitted the case to the U. S. Geological Survey who act as our authority in determining the geological character of coal fields and have to day received a report from Geo. H. Ashley, Geologist in charge of the section of Eastern Coal Fields, as follows:

"In reply to memorandum of January 18th, with reference to the relations subsisting between Lawrence County or Ironton Coal Field, and the Jackson County Field.

"After a review of the mining conditions in the two counties taking into account the beds worked and the thickness of those beds, the mining conditions appear to be fairly comparable. The same beds that are being worked in the Lawrence County are among those being worked in the Jackson Field and thickness of the beds in Lawrence County, while on the average slightly greater than those in Jackson County, are not thicker than a large percentage of those in Jackson County.

"It should be distinctly understood, however, that this condition is true only on the understanding that all of the Jackson County mines belong in a single district. If the mines of that county are reclassified into two groups, the mines of Lawrence County will fall, I think, with the group having the lower selling rate."

"It therefore appears that operations in Lawrence County are properly classified under the term 'Jackson Field', as described in our order of November 6th, 1917, and that operators within Lawrence County are acting within their rights in charging Jackson field prices for coal mined in accordance with the terms of said ruling." (Letter from U. S. Fuel Administration by E. Q. Trowbridge, of Bureau of Prices, to Lawrence County Fuel Board, Dated Jan. 19, 1918.)

in the State of Ohio, and the said application having been duly considered by the Fuel Administrator:

Now, by direction of the President of the United States, the United States Fuel Administrator hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the State of Ohio be and the same hereby are modified, pending further investigation, in the following particulars and in no other: Coal mined in the Deerfield or Palmyra Field, in the Massillon Field, and in the Jackson Field, in the State of Ohio, may be sold at prices not to exceed, for run of mine, \$3.75 per ton, prepared sizes, \$4.00 per ton, and slack or screenings, \$3.50 per ton.

These Prices shall become effective at 7 a. m., November 6, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *November 5, 1917.*

Order of the United States Fuel Administrator of January 22, 1918, Effective 7 a. m., January 23, 1918, Fixing Prices at the Mine for Coal Mined in the Deerfield or Palmyra Field, the Massillon Field and the Jackson Field, Ohio.

To all persons, firms and corporations engaged in the mining and production of coal in the Deerfield or Palmyra Field, the Massillon Field, and the Jackson Field, in the State of Ohio:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Ohio should be sold at the prices named in said order; and an application having been made thereafter to the United States Fuel Administrator for a revision of the said prices applicable to coal mined in the Deerfield or Palmyra Field, in the Massillon Field and the Jackson Field, in said State of Ohio; and the United States Fuel Administrator, after due consideration of said application, having ordered and directed that coal mined in the above mentioned fields should be sold, pending further investigation and until further order in the premises, at the following prices, viz: for run of mine, \$3.75 per ton, prepared sizes, \$4.00 per ton, and slack or screenings, \$3.50 per ton;

Now, the United States Fuel Administrator, after further consideration of the said application for revision of prices in the above mentioned fields, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, the prices of coal mined in those parts of the State of Ohio known as the Deerfield or Palmyra Field, the Massillon Field, and the Jackson Field, be and the same hereby are modified, pending further investigation, in the following particulars and in no other; Coal mined in the Deerfield or Palmyra Field, in the Massillon Field, and in the Jackson Field, in the State of Ohio, may be sold at prices not to exceed, for run of mine, \$3.25 per ton, prepared sizes, \$3.50 per ton, slack or screenings, \$3.00 per ton.

These prices to become effective at 7 a. m., January 23, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *January 22, 1918.*

Order of the United States Fuel Administrator of March 21, 1918, Confirming Prices Provisionally Fixed by the Executive Order of Aug. 21, 1917, for Coal Mined in the Number Eight or Pittsburgh Seam in Hancock, Brooke, Ohio, and Marshall Counties, West Virginia, and Jefferson, Harrison, Belmont, Carroll, and Monroe Counties, Ohio.

To all persons, firms and corporations engaged in the mining and production of coal in the States of West Virginia and Ohio:

The President of the United States having, on August 21, 1917, by authority and under the provisions of an Act of Congress entitled "An Act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," approved August 10, 1917, and known as the "Food and Fuel Act," prescribed and fixed certain prices as therein set forth for bituminous coal at the mine in the States of West Virginia and Ohio; and an application having been heretofore made to United States Fuel Administrator for a revision of the prices so fixed and prescribed and applicable to coal mined in the Number Eight or Pittsburgh seam, in Hancock, Brooke, Ohio and Marshall Counties in the State of West Virginia, and Jefferson, Harrison, Belmont, Carroll and Monroe Counties in the State of Ohio; and it appearing to the United States Fuel Administrator, after considering and duly investigating the said application for revision of prices, that the prices as fixed by the President's said order of August 21, 1917, and applicable to the above mentioned field, are and have been fair, just and reasonable, and should not be changed or revised,

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order, no change, revision or modification be made in the prices for bituminous coal mined in the Number Eight or Pittsburgh seam, in Hancock, Brooke, Ohio and Marshall Counties in the State of West Virginia, and Jefferson, Harrison, Belmont, Carroll and Monroe Counties in the State of Ohio, as fixed by the President's said order of August 21, 1917, to wit: run of mine, \$2.00 per ton, prepared sizes, \$2.25 per ton, and slack or screenings, \$1.75 per ton.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *March 21, 1918.*

Order of the United States Fuel Administrator of June 27, 1918, Effective 7 a. m., June 29, 1918, Fixing Prices at the Mine for Coal Mined in the State of Ohio.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined in the State of Ohio, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in the various districts of the State of Ohio may be sold at prices f. o. b. cars at the mine not to exceed the following per net ton, viz:

	Run of mine.	Prepared sizes.	Slack or screening.
District No. 1, to wit: The County of Meigs and the Townships of Cheshire and Addison in the County of Gallia	\$2.35	\$2.60	\$2.10
District No. 2, to wit: The Counties of Vinton, Jackson, Lawrence, Scioto, Pike, and the County of Gallia except the Townships of Cheshire and Addison	3.00	3.25	2.85
District No. 3, to wit: The Counties of Hocking and Athens, and the Townships of Coal and Monroe in the County of Perry and the Township of Homer in the County of Morgan	2.10	2.35	1.85
The Bailey Run or No. 7 Seam	2.50	2.75	2.25
District No. 4, to wit: The Counties of Washington and Noble, the County of Morgan except the Township of Homer, and the County of Perry except the township of Coal and Monroe	2.50	2.75	2.25
District No. 5, to wit: The Counties of Guernsey and Muskingum and the Township of Warren in Belmont County	2.25	2.50	2.00
District No. 6, to wit: The Counties of Holmes, Tuscarawas, Carroll, Co-shooton, and the Townships of Monroe, Franklin, Washington and Freeport in the County of Harrison, and the Townships of Washington and Yellow Creek in the County of Columbiana, and the Townships of Brush Creek, Saline, Springfield, Ross and Knox in the County of Jefferson	2.50	2.75	2.25
District No. 7, to wit: The Counties of Trumbull, Portage, Summit, Mahoning, Medina, Wayne and Stark, and the County of Columbiana except the Townships of Washington and Yellow Creek	3.00	3.25	2.85
District No. 8, to wit: The County of Monroe, the County of Belmont except the Township of Warren, the County of Harrison except the Townships of Monroe, Franklin, Washington and Freeport, and the County of Jefferson except the Townships of Brush Creek, Saline, Ross, Knox and Springfield	1.90	2.15	1.90

To the above prices there may be added the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., June 29, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., June 27, 1918.

Order of the United States Fuel Administrator of Aug. 13, 1918, Effective 7 a. m., August 20, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Wayne Mining Company in Guernsey County, Ohio.

Applications having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined by the Wayne Mining Company in Guernsey County, in the State of Ohio, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined by the Wayne Mining Company in the County of Guernsey, in the State of Ohio, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz.: for run of mine, \$2.50; for prepared sizes, \$2.75; for slack or screenings, \$2.25. To the foregoing prices may be added the 45 cent allowance for wage increase, if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This Order to become effective at 7 a. m., August 20, 1918.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, JR.,

Asst. United States Fuel Administrator.

WASHINGTON, D. C., August 13, 1918.

Order of the United States Fuel Administrator of Aug. 22, 1918, Effective 7 a. m., Aug. 23, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in the State of Ohio.

Applications having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined in the State of Ohio, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in the various districts of the State of Ohio may be sold at prices f. o. b. cars at the mine not to exceed the following per net ton, viz:

	Run of Mine	Prepared Sizes	Slack or Screenings
District No. 1, to wit: The County of Meigs and the Townships of Cheshire and Addison in the County of Gallia.....	\$2.30	\$2.55	\$2.05
District No. 2, to wit: The Counties of Vinton, Jackson, Lawrence, Scioto, Pike, and the County of Gallia except the Townships of Cheshire and Addison.....	2.95	3.20	2.80
District No. 3, to wit: The Counties of Hocking and Athens, and the Townships of Coal and Monroe in the County of Perry and the Township of Homer in the County of Morgan.....	2.05	2.30	1.80
The Bailey Run or No. 7 Seam.....	2.45	2.70	2.20
District No. 4, to wit: The Counties of Washington and Noble, the County of Morgan except the Township of Homer, and the County of Perry except the township of Coal and Monroe.....	2.45	2.70	2.20
District No. 5, to wit: The County of Muskingum.....	2.20	2.45	1.95
District No. 6, to wit: The Counties of Holmes, Tuscarawas, Carroll, Coshocton, and the Townships of Monroe, Franklin, Washington and Freeport in the County of Harrison, and the Townships of Washington and Yellow Creek in the County of Columbiana, and the Townships of Brush Creek, Saline, Springfield, Ross and Knox in the County of Jefferson and operations in the 8-A vein in Flushing and Union Townships in the County of Belmont.....	2.45	2.70	2.20
District No. 7, to wit: The Counties of Trumbull, Portage, Summit, Mahoning, Medina, Wayne and Stark, and the County of Columbiana except the Townships of Washington and Yellow Creek.....	2.95	3.20	2.80
District No. 8, to wit: The County of Monroe, the County of Belmont except the Township of Warren and operations in the 8-A vein in Flushing and Union Townships, the County of Harrison except the Townships of Monroe, Franklin, Washington and Freeport, and the County of Jefferson except the Townships of Brush Creek, Saline, Ross, Knox and Springfield.....	1.90	2.15	1.90
District No. 9, to wit: The County of Guernsey and the Township of Warren in Belmont County.....	2.05	2.30	1.80

Provided however, that the maximum prices hereinbefore fixed for coal mined in District No. 5, shall not be applicable to coal mined by the Wayne Mining Company in Guernsey County, which last mentioned coal may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz.: for run of mine, \$2.50; for prepared sizes, \$2.75; for slack or screenings, \$2.25.

To the above prices there may be added the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., August 23, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., August 22, 1918.

Order of the United States Fuel Administrator of Oct. 7, 1918, Effective 7 a. m., Oct. 8, 1918 Fixing Prices at the Mine for Bituminous Coal Mined by Southern Ohio Coal Co. in Starr Township, Hocking County, Ohio.

Application having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined by Southern Ohio Coal Company, in Starr Township, Hocking County, in the State of Ohio, the United States Fuel Administrator, after due consideration of such application, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined by Southern Ohio Coal Company, in Starr Township, Hocking County, in the State of Ohio, may be sold at prices f. o. b. cars at the mine not to exceed \$2.95 per net ton for run of mine; \$3.20 per net ton for prepared sizes; \$2.80 per net ton for slack or screenings. To said prices may be added the 45¢ allowance for wage increase if the said company is entitled to add such allowance under the President's Order of October 27, 1917,

This Order to become effective at 7 a. m., October 8, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., October 7, 1918.

Order of the United States Fuel Administrator of Nov. 18, 1918, Effective 7 a. m., Nov. 19, 1918, Amending the Order of Aug. 22, 1918, by Transferring Wheeling and Liberty Townships in Guernsey County, Ohio, from District No. 9 to District No. 6.

The United States Fuel Administrator having by order dated August 22, 1918, fixed the prices of bituminous coal mined in the different districts in the State of Ohio, described in said order, and having in and by said order provided that District No. 9 should include the County of Guernsey in said State, and it appearing to said Administrator that Wheeling and Liberty Townships in said County of Guernsey should be transferred to District No. 6 of said State,

THE UNITED STATES FUEL ADMINISTRATOR, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that Wheeling and Liberty Townships in the County of Guernsey, in the State of Ohio, be, and the same hereby are, transferred from District No. 9, as said district is defined in the order of said Administrator dated August 22, 1918, relating to the prices of bituminous coal in the various districts in the State of Ohio, to District No. 6; and that the prices of bituminous coal mined in said Wheeling and Liberty Townships shall, from and after the effective date of this order, be the prices provided by said order dated August 22, 1918, for bituminous coal mined in said District No. 6, and said order dated August 22, 1918, is hereby amended and modified accordingly.

This order to be effective November 19, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., November 18, 1918.

Subsection R.—Oklahoma.

Order of the United States Fuel Administrator of Oct. 1, 1917, Effective 7 a. m., Oct. 1, 1917, Fixing Prices at the Mine for Coal Mined in Le Flore and Haskell, Okmulgee, Tulsa, Coal, Pittsburg, and Latimer Counties, Oklahoma:

To all persons, firms and corporations engaged in the mining and production of coal in Le Flore, Haskell, Okmulgee, Tulsa, Coal, Pittsburg, and Latimer Counties, in the State of Oklahoma:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the Provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Oklahoma shall be sold at the following prices, to wit: run of mine, \$3.05 per ton, prepared sizes, \$3.30 per ton, and slack or screenings, \$2.80 per ton, and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in the State of Oklahoma, and the said application having been duly considered by the Fuel Administrator;

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the State of Oklahoma be and the same hereby are modified, pending further investigation, in the following particulars and in no other:

	Run of mine.	Prepared sizes.	Slack or screenings.
Coal mined in Le Flore and Haskell Counties may be sold at prices not to exceed.....	\$3.50	\$4.30	\$2.25
Coal mined in Okmulgee and Tulsa Counties may be sold at prices not to exceed.....	3.10	3.90	2.00
Coal mined in Coal County may be sold at prices not to exceed.....	3.30	4.10	2.00
Coal mined in Pittsburg and Latimer Counties may be sold at prices not to exceed.....	3.50	4.30	2.25

These prices shall become effective at 7 a. m., October 1, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 1, 1917.

Order of the United States Fuel Administrator of Nov. 28, 1917, Effective 7 a. m., Nov. 30, 1917, Fixing Prices at the Mine for Coal Mined in Le Flore, Haskell, Okmulgee, Tulsa, Coal, Pittsburg, and Latimer Counties, Oklahoma.¹¹

NOVEMBER 28, 1917.

Oklahoma Coal Operators Association, Busby Hotel, McAlester, Oklahoma:

DEAR SIRs: Coal operators in Oklahoma in the following fields may hereafter beginning 7 a. m. November 30, 1917, sell coal at the following prices, and solely on condition that on or before December 14, 1917, all of such operators file with the United States Fuel Administrator and with the Federal Trade Commission, on forms provided by the Federal Trade Commission, cost sheets for the year 1916 as a whole and for the year 1917 by months from January to October inclusive:

	Run of mine.	Prepared sizes.	Slack or screenings.
Le Flore and Haskell Counties.....	\$3.75	\$4.55	\$2.50
Okmulgee and Tulsa Counties.....	3.35	4.15	2.25
Coal County.....	3.55	4.35	2.25
Pittsburg and Latimer Counties.....	3.75	4.55	2.50

¹¹ On January 4, 1918, the examination of the cost sheets submitted by the operators not having been completed, the above prices were continued in effect until further notice.

Any operator adopting these prices will be understood to have agreed with the United States Fuel Administrator that, unless his cost sheets, are filed on or before Friday, December 14, 1917, his right to use such prices shall on that day cease.

The above advances are conditioned upon the operators of your association agreeing with the mine workers of your state upon the form of contract covering the automatic penalty clause and the advance of wages provided for by the Washington agreement. We understand that such contract, has been prepared and agreed upon between your association and the mine workers but that it has not been executed by both parties. We have authorized the advance of 25 cents as enumerated above for the purpose of meeting your views on the wage situation as expressed in your recent telegram. When your contract with the mine workers has been agreed upon as above suggested, and when it has received the approval of the United States Fuel Administrator, you will then be authorized to add to the prices named above an additional 45 cents per ton.

Very truly yours,

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Mar. 27, 1918, Effective 7 a. m., Mar. 29, 1918, Fixing Prices at the Mine for Coal Mined in Le Flore, Haskell, Okmulgee, Tulsa, Rogers and Coal Counties, the Hartshorn-Wilburton Vein in Pittsburg and Latimer Counties, and the McAlester Vein in Pittsburg and Latimer Counties, Oklahoma.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Oklahoma:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Oklahoma should be sold at prices named in said order; and an application having been made thereafter to the United States Fuel Administrator for a revision of prices applicable to certain Counties in said State;

And the United States Fuel Administrator, after due consideration of said application for revision of prices, having ordered and directed that coal mined in the following Counties in the State of Oklahoma should be sold at prices not to exceed the following:

	Run of mine.	Prepared sizes.	Slack or screenings.
Le Flore and Haskell Counties.....	\$3.50	\$4.30	\$2.25
Okmulgee and Tulsa Counties.....	3.10	3.90	2.00
Coal County.....	3.30	4.10	2.00
Pittsburg and Latimer Counties.....	3.50	4.30	2.25

and having also further granted a temporary increase of 25 cents per ton on coal mined in the above named Counties conditional upon the filing of cost sheets by the operators in above Counties;

Now, the United States Fuel Administrator, after further consideration of said application for revision of prices, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the State of Oklahoma, in the following named Counties, may be sold at prices not to exceed the following:

	Run of mine.	Prepared sizes.	Slack or screenings.
Le Flore, Haskell, Okmulgee, Tulsa, Rogers and Coal Counties, and the Hartshorn-Wilburton vein in Pittsburg and Latimer Counties.....	\$3.70	\$4.60	\$2.40
McAlester vein in Pittsburg and Latimer Counties.....	4.25	5.10	3.00

The above prices are subject to the following monthly summer reductions, on all grades except slack; on August 1 the base price is again effective:

	Cents.
March.....	75
April.....	60
May.....	45
June.....	30
July.....	15

This order to become effective at 7 a. m., March 29, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., March 27, 1918.

Subsection S.—Pennsylvania.

Order of the United States Fuel Administrator of Dec. 8, 1917, Effective 7 a. m., Dec. 8, 1917, Fixing Prices at the Mine for Coal Mined by O'Donnell Brothers, at Morris Run, Tioga County, Pennsylvania.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Pennsylvania:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Pennsylvania should be sold at the following prices, to wit: run of mine, \$2.00, prepared sizes, \$2.25, slack or screenings, \$1.75; and an application having been made to the United States Fuel Administrator for a revision of such prices applicable to said coal mined in the State of Pennsylvania, and the said application having been duly considered by the United States Fuel Administrator;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined by O'Donnell Brothers, at Morris Run, Tioga County, in the State of Pennsylvania, may be sold, pending further investigation, at prices not to exceed, for run of mine, \$2.25, prepared sizes, \$2.50, slack or screenings, \$2.00, per ton respectively.

These prices shall become effective at 7 a. m., December 8, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., December 8, 1917.

Order of the United States Fuel Administrator of Feb. 12, 1918, Effective 7 a. m., Feb. 16, 1918, Fixing Prices at the Mine for Coal Mined in Operations in Tioga, Lycoming, Clinton, Center, Huntingdon, Bedford, Cameron, Elk, Clearfield, Cambria, Blair, Somerset, Jefferson, Indiana, Clarion, Armstrong, Butler, Mercer, Lawrence and Beaver Counties, and Operations in Allegheny County from the Lower End of Tarentum Borough North to the County Line, and in Westmoreland County from a Point Opposite the Lower End of Tarentum Borough North along the Allegheny River to the Kiskiminitas River, and along the Kiskiminitas River Eastward to the Conemaugh River, and Continuing along the Conemaugh River to the County Line of Cambria County, Pennsylvania.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Pennsylvania:

The President of the United States having heretofore, on or about the 21st day of August 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Pennsylvania should be sold at the prices named in said order: and applications having been thereafter made to the United States Fuel Administrator for a revision of such prices applicable to coal mined by certain companies in said State

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that, until further order in the premises, coal mined by O'Donnell Brothers, at Morris Run, Tioga County, in the State of Pennsylvania, should be sold at prices not to exceed, for run of mine, \$2.25 per ton, prepared sizes, \$2.50 per ton, and slack or screenings, \$2.00 per ton, and by the Ajax Hocking Coal Company, in Allegheny County, in the State of Pennsylvania, at \$2.75 per ton for run of mine only;

Now, the United States Fuel Administrator, after further consideration of the said prices applicable to coal mined in the State of Pennsylvania, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined in operations in the Counties of Tioga, Lycoming, Clinton, Center, Huntingdon, Bedford, Cameron, Elk, Clearfield, Cambria, Blair, Somerset, Jefferson, Indiana, Clarion, Armstrong, Butler, Mercer, Lawrence, and Beaver, and operations in Allegheny County from the lower end of Tarentum Borough north to the County line, and in Westmoreland County from a point opposite the lower end of Tarentum Borough north along the Allegheny River to the Kiskiminitas River, and along the Kiskiminitas River eastward to the Conemaugh River, and continuing along the Conemaugh River to the County line of Cambria County, may be sold, pending further investigation, at a price not to exceed \$2.60 per ton for each of the grades of coal known as run of mine, prepared sizes, and slack or screenings, respectively.

This order annuls and supersedes all previous orders of the United States Fuel Administrator relating to the price of coal produced in the territory above described, and shall become effective at 7 a. m., February 16, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., February 12, 1918.

Order of the United States Fuel Administrator of March 12, 1918, Effective 7 a. m., March 14, 1918, Fixing Prices at the Mine for Coal Mined in operations on the Baltimore and Ohio Railroad from the Somerset County Line to and including Indian Creek, and the Indian Creek Valley Branch of the Baltimore and Ohio Railroad, Pennsylvania.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Pennsylvania:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Pennsylvania should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined by certain companies in said State;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that, until further order in the premises, coal mined in operations in the Counties of Tioga, Lycoming, Clinton, Center, Huntingdon, Bedford, Cameron, Elk, Clearfield, Cambria, Blair, Somerset, Jefferson, Indiana, Clarion, Armstrong, Butler, Mercer, Lawrence, and Beaver, and operations in Allegheny County from the lower end of Tarentum Borough north to the County line, and in Westmoreland County from a point opposite the lower end of Tarentum Borough north along the Allegheny River to the Kiskiminitas River, and along the Kiskiminitas River eastward to the Conemaugh River, and continuing along the Conemaugh River to the county line of Cambria County, may be sold at a price not to exceed \$2.60 per ton for each of the grades of coal known as run of mine, prepared sizes, and slack or screenings, respectively;

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that his order of February 12, 1918, relating to prices applicable to the above mentioned operations in the State of Pennsylvania, be and the same hereby is amended by including in the territory covered by said order operations on the Baltimore and Ohio Railroad from the Somerset County line to and including Indian Creek and the Indian Creek Valley Branch of the Baltimore and Ohio Railroad.

This order is to be effective at 7 a. m., March 14, 1918, and on and after that date, the price of \$2.60 per ton for each of the three grades of coal,—run of mine, prepared sizes, and slack or screenings,—named in the above mentioned order of February 12, 1918, may be applied to coal mined by the above named operations on the Baltimore and Ohio Railroad.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *March 12, 1918.*

Order of the United States Fuel Administrator of Mar. 21, 1918, Confirming Prices Provisionally Fixed by the Executive Order of Aug. 21, 1917, for coal mined in the Pittsburgh Field, Pennsylvania.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Pennsylvania:

The President of the United States having, on August 21, 1917, by authority and under the provisions of an Act of Congress entitled "An Act to provide further for the national security and defense by encouraging the production, conserving the supply,

and controlling the distribution of food products and fuel," approved August 10, 1917, and known as the "Food and Fuel Act," prescribed and fixed certain prices as therein set forth for bituminous coal at the mine in the State of Pennsylvania; and an application having been heretofore made to the United States Fuel Administrator for a revision of the prices so fixed and prescribed and applicable to coal mined in the Pittsburgh Field in said State; and it appearing to the United States Fuel Administrator, after considering and duly investigating the said application for revision of prices, that the prices as fixed by the President's said order of August 21, 1917, and applicable to the above mentioned field, are and have been just, fair and reasonable, and should not be changed or revised;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that, until further or other order, no change, revision or modification be made in the prices for bituminous coal mined in the Pittsburgh Field, including the Counties of Washington, Greene, Fayette, Westmoreland, and Allegheny, except (first) that portion of Allegheny County from the lower end of Tarentum Borough north to the County line; (second) the territory in Westmoreland County from a point opposite the lower end of Tarentum Borough north along the Allegheny River to the Kiskiminitas River and along the Kiskiminitas River eastward to the Conemaugh River, continuing along the Conemaugh River to the County line of Cambria County; (third) operations on Indian Creek in Westmoreland County; (fourth) operations in the Ohio Pyle district of Fayette County, in the State of Pennsylvania, as fixed by the President's said order of August 21, 1917, to wit: run of mine, \$2.00 per ton, prepared sizes, \$2.25 per ton, and slack or screenings, \$1.75 per ton.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *March 21, 1918.*

Order of the United States Fuel Administrator of June 14, 1918, Effective 7 a. m., June 14, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Fall Brook Coal Company in Tioga County, Pennsylvania.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Pennsylvania:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food and Fuel Control Act, approved August 10, 1917, ordered and directed that the coal mined in the State of Pennsylvania should be sold at the prices named in said Order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to the coal mined in said State:

And the United States Fuel Administrator after due consideration of said application for revision of prices, having ordered and directed that bituminous coal mined in the County of Tioga, in the State of Pennsylvania, should be sold at the following prices, to wit: run of mine, \$2.60 per ton, prepared sizes, \$2.60 per ton, slack or screenings, \$2.60 per ton.

And the company hereinafter named having applied to the United States Fuel Administrator for a further revision of such prices as to the coal produced by it, the United States Fuel Administrator after due consideration of such application, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined by the Fall Brook Coal Company, in the County of Tioga in the State of Pennsylvania, may be sold at prices not to exceed, run of mine, \$2.50 per ton, prepared sizes \$2.80 per ton, slack or screenings, \$2.30 per ton.

This order to become effective at 7 a. m., June 14, 1918.

H. A. GARFIELD,
United States Fuel Administrator,
By CYRUS GARNSEY,
Assistant United States Fuel Administrator.

WASHINGTON, D. C., June 14, 1918.

Order of the United States Fuel Administrator of June 27, 1918, Effective 7 a. m., June 29, 1918, Fixing Prices at the Mine for Coal Mined in Allegheny, Westmoreland, Fayette, Greene, and Washington Counties, Pennsylvania, Except (1) that Portion of Allegheny County from the Lower End of Tarentum Borough North to the County Line, (2) the Territory in Westmoreland County from a Point Opposite the Lower End of Tarentum Borough North along the Allegheny River to the Kiskiminitas River and along the Kiskiminitas Eastward to the Conemaugh River and Continuing along the Conemaugh River to the County Line of Cambria County, (3) Operations on Indian Creek in Westmoreland County and (4) Operations in the Ohio Pyle District of Fayette County.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined in the Counties of Allegheny, Westmoreland, Fayette, Greene, and Washington, in the State of Pennsylvania, except (1) that portion of Allegheny County from the lower end of Tarentum Borough north to the county line, (2) the territory in Westmoreland County from a point opposite the lower end of Tarentum Borough north along the Allegheny River to the Kiskiminitas River and along the Kiskiminitas River eastward to the Conemaugh River and continuing along the Conemaugh River to the county line of Cambria County, (3) operations on Indian Creek in Westmoreland County and (4) operations in the Ohio Pyle District of Fayette County, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in the Counties of Allegheny, Westmoreland, Fayette, Greene and Washington, in the State of Pennsylvania, except (1) that portion of Allegheny County from the lower end of Tarentum Borough north to the county line, (2) the territory in Westmoreland County from a point opposite the lower end of Tarentum Borough north along the Allegheny River to the Kiskiminitas River and along the Kiskiminitas River eastward to the Conemaugh River and continuing along the Conemaugh River to the county line of Cambria County, (3) operations on Indian Creek in Westmoreland County and (4) operations in the Ohio Pyle District of Fayette County, in the State of Pennsylvania, may be sold at prices f. o. b. cars at the mine not to exceed \$1.90 per net ton for run of mine, \$2.15 per net ton for prepared sizes, \$1.90 per net ton for slack or screenings, plus the 45c allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., June 29, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., June 27, 1918.

Order of the United States Fuel Administrator of Sept. 30, 1918, Effective Oct. 1, 1918, Fixing Prices of Bituminous Coal Produced at the Stripping Operation of the Graff Mining Co. in Westmoreland County, Pennsylvania.

Application having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal produced at the stripping operation of the Graff Mining Company in Westmoreland County, Pennsylvania, and it appearing from such application and investigations made by the United States Fuel Administration that the cost of stripping the earth off the seam in such operation has been so great that said company finds it impossible to continue to produce coal at the prices established in the district where such operation is located, that such stripping is to be done under contract, that the stripping machinery is now on the ground, so that coal essential for war industries can be produced in large quantities with a few days' preparation and that the operation can be carried on by laborers and will not withdraw miners from adjacent fields,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator and of subsequent Executive Orders and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal produced at the stripping operation of the Graff Mining Company in Westmoreland County, Pennsylvania, may be sold at prices f. o. b. cars at the operation not to exceed \$2.95 per net ton for run of mine, prepared sizes and slack or screenings, provided, however, that there shall not be added to said prices any sum for wage increase under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., October 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., September 30, 1918.

Order of the United States Fuel Administrator of Nov. 18, 1918, Effective 7 a. m., Nov. 19, 1918, Fixing Prices at the Mine for Coal Mined by Wilson Begler Coal Co. in Beaver County, Pennsylvania.

Application having been made to the United States Fuel Administrator for a further revision of prices of bituminous coal mined by Wilson Begler Coal Company in Beaver County in the State of Pennsylvania, the United States Fuel Administrator after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that bituminous coal mined by Wilson Begler Coal Company, in Beaver County in the State of Pennsylvania, may be sold at prices f. o. b. cars at the mine, not to exceed \$2.95 per net ton for run of mine; \$3.20 per net ton for prepared sizes; and \$2.80 per net ton for slack or screenings. To these prices may be added the 45-cent allowance for wage increase if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., November 19, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., November 18, 1918.

Subsection T.—Tennessee.

Order of the United States Fuel Administrator of Oct. 11, 1917, Effective Noon, Oct. 11; 1917, Fixing Prices at the Mine for Coal Mined in McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Clay, Owsley, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, and Pike Counties, Kentucky, Floyd, Knott, and Letcher Counties, Kentucky (Excepting coal produced from the thick vein Elkhorn district), Scott, Campbell, Claiborne, Anderson, and Morgan Counties, Tennessee, and Mines Operated Near St. Charles, Lee County, Virginia, by Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co. (Inc.), and Benedict Coal Corporation.

To all persons, firms and corporations engaged in the mining of coal in the Counties of McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Clay, Owsley, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, Pike, and all of Floyd, Knott and Letcher Counties excepting coal produced from the thick vein Elkhorn District in these three Counties, in the State of Kentucky; in the Counties of Scott, Campbell, Claiborne, Anderson and Morgan, in the state of Tennessee; and mines operated near St. Charles, Lee County, Virginia, by the Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co., Inc., and Benedict Coal Corporation, in the State of Virginia:

The President of the United States having heretofore on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Kentucky other than in the Jellico District shall be sold at the following prices, to wit; run of mine, \$1.95 per ton, prepared sizes, \$2.20 per ton, slack or screenings, \$1.70 per ton; that coal mined in the State of Tennessee other than in the Jellico District shall be sold at the following prices, to wit run of mine, \$2.30 per ton, prepared sizes \$2.55 per ton, slack or screenings, \$2.05 per ton; and that coal mined in the State of Virginia shall be sold at the following prices, to wit; run of mine, \$2.00 per ton, prepared sizes, \$2.25 per ton, slack or screenings, \$1.75 per ton, and various applications having heretofore been made to the Fuel Administrator for a revision of such prices applicable to such coal mined in the above mentioned Counties in the said States of Kentucky, Tennessee and Virginia, and said applications having been duly considered by the Fuel Administrator;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that, until further order in the premises the above mentioned prices for coal mined in the States of Kentucky, Tennessee, and Virginia be and the same hereby are modified, pending further investigation, in the following particulars and in no other;

Coal mined in the Counties of McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Clay, Owsley, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, Pike, and all of Floyd, Knott, and Letcher Counties excepting coal produced from the thick vein Elkhorn District in these three Counties, in the State of Kentucky; coal mined in the Counties of Scott, Campbell, Claiborne, Anderson, and Morgan, in the State of Tennessee; and coal mined in mines operated near St. Charles, Lee County, Virginia, by the Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co., Inc., and Benedict Coal Corporation, in the State of Virginia,

may be sold at prices not to exceed, for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, slack or screenings, \$2.15 per ton.

These prices shall become effective at noon, October 11, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 11, 1917.

*Order of the United States Fuel Administrator of Nov. 5, 1917, Effective 7 a. m., Nov. 6, 1917, Fixing Prices at the Mine for Coal Mined in the Blue Gem Seam in Campbell County, Tennessee, and in Whitley, Knox, Clay, and Bell Counties Kentucky.*¹

To all persons, firms and corporations engaged in the mining and production of coal in the Blue Gem Seam in Campbell County, in the State of Tennessee, and in the Counties of Whitley, Knox, Clay and Bell, in the State of Kentucky.

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Kentucky other than in the Jellico District shall be sold at the following prices, to wit: run of mine, \$1.95 per ton, prepared sizes, \$2.20 per ton, slack or screenings, \$1.70 per ton; that coal mined in the State of Tennessee other than in the Jellico District shall be sold at the following prices, to wit: run of mine, \$2.30 per ton, prepared sizes, \$2.55 per ton, slack or screenings, \$2.05 per ton; and that coal mined in the State of Virginia shall be sold at the following prices, to wit: run of mine, \$2.00 per ton, prepared sizes, \$2.25 per ton, slack or screenings, \$1.75 per ton; and various applications having been heretofore made to the Fuel Administrator for a revision of such prices applicable to such coal mined in certain mentioned counties in the said States of Kentucky, Tennessee and Virginia;

And the United States Fuel Administrator, after due consideration of the said applications for revision of prices, and acting under authority of an Executive Order of the President of the United States dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917, having ordered and directed that, until further order in the premises, the above mentioned prices for coal mined in the States of Kentucky, Tennessee and Virginia be modified, pending further investigation, in the following particulars and in no other: Coal mined in the Counties of McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Owsley, Clay, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, Pike, and all of Floyd, Knott and Letcher Counties excepting coal produced from the thick vein Elkhorn District in these three Counties, in the State of Kentucky; coal mined in the Counties of Scott, Campbell, Claiborne, Anderson, and Morgan, in the State of Tennessee; and coal mined in mines operated near St. Charles, Lee County, Virginia, by the Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co., Inc., and Benedict Coal Corporation, in the State of Virginia, may be sold at prices not to exceed, for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, slack or screenings, \$2.15 per ton;

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices in said Counties, and acting under authority of an Executive Order of the President of the United States, dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917.

¹ It has been ruled that the prices fixed by the above order include the 45¢ per ton wage increase provided for in the Executive Order of October 27, 1917.

Hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the above-mentioned Counties in the said States of Kentucky, Tennessee, and Virginia, be and the same hereby are further modified, pending further investigation, in the following particulars and in no other:

Coal mined in the Blue Gem Seam in the County of Campbell, in the State of Tennessee, and in the Counties of Whitley, Knox, Clay, and Bell, in the State of Kentucky, may be sold at prices not to exceed, for run of mine, \$4.00 per ton, prepared sizes, \$4.25 per ton, and slack or screenings, \$2.75 per ton.

These prices shall become effective at 7 a. m., November 6, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., November 5, 1917.

Order of the United States Fuel Administrator of Dec. 3, 1917, Effective 7 a. m., Dec. 3, 1917, Fixing Prices at the Mine for Coal Mined in Claiborne, Anderson, Morgan, Scott, and Campbell Counties (other than the Blue Gem District), Tennessee, and in Whitley, Knox, Bell, and McCreary Counties (other than the Blue Gem District), Kentucky.¹

To all persons, firms and corporations engaged in the mining and production of coal in the Counties of Claiborne, Campbell, Anderson, Morgan, and Scott, in the State of Tennessee, and in the Counties of Knox, Whitley, Bell, and McCreary, in the State of Kentucky:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress, known as the Food Law, ordered and directed that coal mined in the State of Kentucky, other than in the Jellico District should be sold at the following prices, to wit: run of mine, \$1.95 per ton, prepared sizes, \$2.20 per ton, slack or screenings, \$1.70 per ton, and that coal mined in the State of Tennessee other than in the Jellico District should be sold at the following prices, to wit: run of mine, \$2.30 per ton, prepared sizes, \$2.55 per ton, slack or screenings, \$2.05 per ton; and various applications having been thereafter made to the Fuel Administrator for a revision of such prices applicable to certain mentioned counties, in the said States of Kentucky and Tennessee, and the United States Fuel Administrator, after due consideration of the said applications for revision of prices, having modified the said prices applicable to said counties in said States; and a further application having been made to the United States Fuel Administrator for a further revision of said prices applicable to the above-mentioned Counties in the States of Tennessee and Kentucky;

Now, the United States Fuel Administrator, having considered the said second application for further revision of prices applicable to the above-mentioned Counties, and acting under authority of an Executive Order of the President of the United States, dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved Aug. 10, 1917.

Hereby orders and directs that, until further order in the premises the above-mentioned prices for coal mined in the States of Tennessee and Kentucky be, and the same hereby are further modified, pending further investigation, in the following particulars and in no other: Coal mined in the Counties of Claiborne, Anderson, Morgan, Scott, and Campbell, other than the Blue Gem District, in the State of Tennessee, and in the Counties of Whitley, Knox, Bell and McCreary, other than the Blue Gem District, in the State of Kentucky, may be sold at prices not to exceed for run

¹ The increase allowed by the above order was granted with the understanding that it should remain in effect for only 30 days. See p. 82, note.

of mine, \$2.65 per ton, prepared sizes, \$2.90 per ton, and slack or screenings, \$2.40 per ton.

These prices shall become effective at 7 a. m., December 3, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., Dec. 3, 1917.

Order of the United States Fuel Administrator of Dec. 8, 1917, Effective 7 a. m., Dec. 8, 1917, Fixing Prices at the Mine for Coal Mined in Bledsoe, Marion, Grundy, and White Counties, Tennessee.

To all persons, firms, and corporations engaged in the mining and production of coal in the State of Tennessee:

The President of the United States having, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Tennessee other than in the Jellico District should be sold at the following prices, to wit: run of mine, \$2.30 per ton, prepared sizes, \$2.55 per ton, slack or screenings, \$2.05 per ton; and an application having been thereafter made by Middle Tennessee operators mining in the Counties of Bledsoe, Marion, Grundy, and White, in the said State of Tennessee, for a revision of prices applicable to coal mined in said Counties; and the said application having been duly considered by the United States Fuel Administrator,

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined in the Counties of Bledsoe, Marion, Grundy, and White, in the State of Tennessee, may be sold, pending further investigations, at prices not to exceed, for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, slack or screenings, \$2.15 per ton.

These prices shall become effective at 7 a. m., December 8, 1917.

A. H. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., December 8, 1917.

Order of the United States Fuel Administrator of Jan. 11, 1918, Effective 7 a. m., Jan. 12, 1918, Fixing Prices at the Mine for Coal Mined in Cumberland County, Tennessee.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Tennessee:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Tennessee other than in the Jellico District should be sold at the following prices, to wit: run of mine, \$2.30 per ton, prepared sizes, \$2.55 per ton, and slack or screenings, \$2.05 per ton; and an application having been thereafter made by operators mining coal in the County of Cumberland, Central Tennessee, for a revision of prices applicable to coal mined in said County; and the said application having been duly considered by the United States Fuel Administrator,

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined in the County of Cumberland, in the State of Tennessee, may be sold, pending further

investigation, at prices not to exceed, for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, slack or screenings, \$2.15 per ton.

These prices to become effective at 7 a. m., January 12, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *January 11, 1918.*

Order of the United States Fuel Administrator of April 4, 1918, Effective 7 a. m., April 5, 1918, Fixing Prices at the Mine for Coal Mined in the State of Tennessee.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Tennessee:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Tennessee should be sold at the prices named in said order; and various applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to certain Counties and fields in said State; and the United States Fuel Administrator, after due consideration of said applications for revision of prices, having, by various orders, ordered and directed a modification of such prices applicable to certain Counties named in such orders;

Now, the United States Fuel Administrator, after further consideration of such applications for revision of prices and of the prices applicable to all coal mined in the State of Tennessee, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the State of Tennessee may be sold at prices not to exceed the following, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
Coal mined in the State of Tennessee except the Counties of Overton and Fentress.....	\$2.65	\$2.90	\$2.40
Coal mined in Overton and Fentress Counties.....	2.20	2.45	1.95

This order shall become effective at 7 a. m., April 5, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *April 4, 1918.*

Order of the United States Fuel Administrator of May 7, 1918, Effective 7 a. m., May 1, 1918, Fixing Prices at the mine for Blue Gem Coal Produced in Whitley and Knox Counties, Kentucky, and Campbell County, Tennessee, by Operators in the Tri-County Blue Gem Coal Operators' Association.

To all persons, firms and corporations engaged in the mining and production of coal in the Counties of Whitley and Knox, in the State of Kentucky, and in the County of Campbell in the State of Tennessee:

The President of the United States having heretofore on, or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the States of Kentucky and Tennessee should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in said States;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the Counties of Whitley and Knox, in the State of Kentucky, and in the County of Campbell, in the State of Tennessee should be sold at the following prices, to wit: run of mine, \$2.65 per ton, prepared sizes, \$2.90 per ton; and slack or screenings, \$2.40 per ton.

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that Blue Gem Coal produced in the Counties of Whitley and Knox, in the State of Kentucky, and in the County of Campbell, in the State of Tennessee, by operators who are members of the Tri-County Blue Gem Coal Operators' Association, may be sold at prices not to exceed, for run of mine, \$3.55 per ton, prepared sizes, \$3.80 per ton, slack or screenings, \$2.40 per ton.

This order to become effective at 7 a. m., May 1, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., May 7, 1918.

Order of the United States Fuel Administrator of June 18, 1918, Effective 7 a. m., June 19, 1918, Fixing Prices at the Mine for Crushed Run of Mine Smithing Coal Produced by the Sequatchie Coal Co. at its New Etna Mines, Marion County, Tennessee.

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food and Fuel Control Act, approved August 10, 1917, ordered and directed that the coal mined in the State of Tennessee should be sold at the price named in said Order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to the coal mined in said State:

And the United States Fuel Administrator after due consideration of said applications for revision of prices, having ordered and directed that bituminous coal mined in the County of Marion, in the State of Tennessee, should be sold at the following prices, to wit: run of mine, \$2.55 per ton, prepared sizes, \$2.80 per ton, slack or screenings, \$2.30 per ton.

And the company hereinafter named having applied to the United States Fuel Administrator for a further revision of such prices as to the smithing coal produced by it, and to be sold for smithing purposes only, the United States Fuel Administrator, after due consideration of such application, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that crushed run of mine smithing coal produced by the Sequatchie Coal Company at its New Etna Mines, in the County of Marion, in the State of Tennessee, may be sold for smithing purposes only at a price not to exceed \$3.80 per net ton f. o. b. cars at such mines, plus the 45¢ allowance for wage increase if said Company is entitled to add such allowance under the President's order of October 27, 1917, and plus 50¢ per net ton if loaded in box cars, and plus the actual cost of bagging as provided in the order of April 25, 1918.

This order to become effective at 7 a. m., June 19, 1918.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Assistant U. S. Fuel Administrator.

WASHINGTON, D. C., June 18, 1918.

Order of the United States Fuel Administrator of Aug. 15, 1918, Effective 7 a. m., Aug. 19, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Bon Air Coal and Iron Corporation from the Bon Air Mine, White County, Tennessee.

Application having been made to the United States Fuel Administrator for further revision of the prices as to the bituminous coal mined by the Bon Air Coal and Iron Corporation in the Bon Air Mine, in the County of White, in the State of Tennessee, the United States Fuel Administrator, after due consideration of such application, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by the Bon Air Coal and Iron Corporation in the Bon Air Mine, in the County of White, in the State of Tennessee, may be sold at prices not to exceed, f. o. b. cars at the mine, \$3.45 per net ton for run of mine, \$3.70 per net ton for prepared sizes, \$2.30 per net ton for slack or screenings, plus the 45¢ allowance for wage increase if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., August 19, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., August 15, 1918.

Order of the United States Fuel Administrator of Sept. 11, 1918, Effective 7 a. m., Sept. 14, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the White Oak Coal Company in Fentress County, Tennessee.

Application having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined by the White Oak Coal Company, in the County of Fentress, in the State of Tennessee, the United States Fuel Administrator, after due consideration of such application, acting under the authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by the White Oak Coal Company, in the County of Fentress, in the State of Tennessee, may be sold at prices f. o. b. cars at the mine not to exceed \$2.55 per net ton for run of mine, \$2.80 per net ton for prepared sizes, \$2.30 per net ton for slack or screenings, plus the 45¢ allowance for wage increase, if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This Order to become effective 7 a. m., September 14, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., September 11, 1918.

Order of the United States Fuel Administrator of Oct. 25, 1918, Effective 7 a. m., October 28, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in Campbell County, Tennessee, by Members of the Tri-County Blue Gem Operators' Association.

Application having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined in Campbell County, in the State of Tennessee, by operators who are members of the Tri-county Blue Gem Operators' Association, the United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of sub-

sequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined in Campbell County, in the State of Tennessee, by operators who are members of the Tri-county Blue Gem Operators' Association, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz.: for run of mine, \$2.55; for prepared sizes, \$3.70; for slack or screenings, \$2.30. To the foregoing prices may be added the 45 cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This Order to become effective at 7 a. m., October 28, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., October 25, 1918.

Order of the United States Fuel Administrator of Dec. 6, 1918, Fixing Prices at the Mine for Coal Mined in Campbell County, Tennessee, by Members of the Tri-County Blue Gem Coal Operators' Ass'n.

Application having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined in Campbell County, in the State of Tennessee, by operators who are members of the Tri-county Blue Gem Coal Operators' Association, the United States Fuel Administrator, after due consideration of such application, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined in Campbell County, in the State of Tennessee, by operators who are members of the Tri-county Blue Gem Coal Operators' Association, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz: For run of mine, \$3.30; for prepared sizes, \$4.05; for nut and slack through one and one-quarter inch ($1\frac{1}{4}$ ") bars, \$2.55; for screenings, \$2.30. To the foregoing prices may be added the 45-cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., December 7, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., December 6, 1918.

Subsection U.—Texas.

Order of Wiley Blair, Federal Fuel Administrator for Texas, Effective 7 a. m., Nov. 16, 1917, Fixing Prices at the Mine for Coal Mined in Young, Erath, Palo Pinto, and Wise Counties, Texas.¹

Under authority from the United States Fuel Administrator, H. A. Garfield, I have authorized to-day, the following prices, to be charged by the Mine Operators in the

¹ These prices were originally announced in Publication 4 N as effective Nov. 14, 1917. This error was corrected by Publication 4 P and the true effective date, Nov. 16, 1917, given. The prices appearing in the order include the 45 cents per ton wage increase granted by the Executive Order of Oct. 27, 1917. They were fixed pursuant to the following authorization:

"Concerning coal originating in Texas and sold within the borders of the State, the following rule may be observed until repealed.

"Prices for the several sizes of bituminous coal in the Texas fields will be the same as the corresponding sizes in the Oklahoma fields. If, however, any operators prove to your satisfaction that they are unable to operate at a reasonable profit at these prices, you are hereby authorized, with the advice of your State Committee, to fix such prices F. O. B. mines as, in your discretion, will meet the requirements of the case, having in mind always the consumer as well as the producer."

"Please note that this arrangement is to be confined to coal originating within the State of Texas and sold for consumption within its borders." (Letter from H. A. Garfield, U. S. Fuel Administrator, to Wiley Blair, Federal Fuel Administrator for Texas, dated Nov. 9, 1917.)

North Texas Fields, F. O. B. cars their mines, situated in the Counties of Young, Erath, Palo Pinto, and Wise:

Coal mined in—	Not to be sold in excess of the following prices.		
	Run of mine.	Prepared sizes.	Slack or screenings.
Counties of Young, Erath, Palo Pinto in the State of Texas.....	\$4.05	\$4.85	\$2.70
Wise County, State of Texas.....	4.70	5.50	2.70

The above prices will become effective on Nov. 16th, 1917, at 7 a. m. These prices are further based upon both the mine operators and miners working under and signing the penalty clause contract ordered by the United States Fuel Administration.

These prices apply only to coal shipped to points within the State of Texas.

WILEY L. LAIR,

Federal Fuel Administrator for Texas.

*Order of Wiley Blair, Federal Fuel Administrator for Texas of Mar. 5, 1918, Effective 7 a. m., Mar. 5, 1918, Fixing Prices at the Mine for Lignite Coal Mined in the State of Texas.*¹

Under authority from the United States Fuel Administrator, H. A. Garfield, I have authorized to-day the following prices to be charged by the Lignite Mine Operators in the Texas Fields. These prices to be F. O. B. cars at Mines and to become effective 7 a. m. Tuesday, March 5th, 1918.

	Per ton.
Run of mine.....	\$1.40
Screened lignite with at least 15% of screenings taken out.....	1.50
Screenings.....	.85

No jobbers commission to be added to the above prices. Jobbers compensation for selling Texas lignite must be paid by the lignite operator out of the above prices.

These prices subject to revision by H. A. Garfield, United States Fuel Administrator, and also subject to revision by the Federal Fuel Administrator for Texas, if at any time it is found that same are not fair and reasonable.

WILEY BLAIR,

Federal Fuel Administrator for Texas.

MARCH 5th, 1918.

*Order of Wiley Blair, Federal Fuel Administrator for Texas, of Mar. 30, 1918, Effective 7 a. m., April 1, 1918, Fixing Summer Reductions of Prices Theretofore Fixed for Coal Mined in Young, Erath, Palo Pinto, and Wise Counties, Texas.*²

Under Authority from the United States Fuel Administrator, H. A. Garfield, on Nov. 16th, 1917, I authorized the following prices to be charged by the mine operators in the North Texas Fields, F. O. B. cars their mines, situated in the Counties of Young, Erath, Palo Pinto and Wise:

Coal produced—	Not to be sold in excess of following.		
	Run of mine.	Prepared sizes.	Slack or screenings.
In the Counties of Young, Erath, Palo Pinto, in the State of Texas.....	\$4.05	\$4.85	\$2.70
In Wise County, State of Texas.....	4.70	5.50	2.70

¹ For the authority of the Federal Fuel Administrator for Texas, see the preceding order and note thereunder.

² For the authority of the Federal Fuel Administrator for Texas see his former order effective Nov. 16, 1917, supra, in this section and note thereunder.

From the above prices it is now ordered that the following monthly summer reduction prices be made:

April first, 75¢ per ton.

May first, 60¢ per ton.

June first, 45¢ per ton.

July first, 30¢ per ton.

August first, 15¢ per ton.

The above are maximum prices that can be charged and include all wage increases and selling cost. Jobbers or brokers commissions cannot be added to the above but must be paid by the Operator out of same.

On September first the above based prices again become effective. The above schedule of summer price reductions applies to all coal shipped during the five months in question, and are effective 7 a. m., April 1st, 1918.

WILEY BLAIR,

Federal Fuel Administrator for Texas.

MARCH 30, 1918.

Order of the United States Fuel Administrator of June 21, 1918, Effective 7 a. m., June 22, 1918, Fixing Prices at the Mine for Coal Mined in the State of Texas, Excepting that Produced in Erath, Palo Pinto, and Young Counties.

Applications having been made to the United States Fuel Administrator for further revision of such prices as to all bituminous coal mined in the State of Texas, excepting that produced in the Counties of Erath, Palo Pinto and Young, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in the State of Texas, excepting that produced in the Counties of Erath, Palo Pinto and Young, may be sold at prices not to exceed f. o. b. cars at the mine, \$4.25 per net ton for run of mine, \$5.05 per net ton for prepared sizes, \$2.25 per net ton for slack or screenings, plus the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917, subject to the following monthly summer reductions: 75¢ for the month of April, 60¢ for the month of May, 45¢ for the month of June, 30¢ for the month of July, 15¢ for the month of August.

This order to become effective at 7 a. m., June 22, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., June 21, 1918.

Order of the United States Fuel Administrator of June 21, 1918, Effective 7 a. m., June 22, 1918, Fixing Prices at the Mine for Coal Mined in Erath, Palo Pinto, and Young Counties, Texas.

Application having been made to the United States Fuel Administrator for further revision of the prices as to bituminous coal mined in the Counties of Erath, Palo Pinto and Young, in the State of Texas, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in the counties of Erath, Palo Pinto and Young, in the State of Texas, may be sold at prices not to exceed, f. o. b.

cars at the mine, \$3.40 per net ton for run of mine, \$4.20 per net ton for prepared sizes, \$2.25 per net ton for slack or screenings, plus the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917, subject to the following monthly summer reductions: 75¢ for the month of April, 60¢ for the month of May, 45¢ for the month of June, 30¢ for the month of July, 15¢ for the month of August.

This order to become effective at 7 a. m., June 22, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *June 21, 1918.*

Order of the United States Fuel Administrator of June 21, 1918, Effective 7 a. m., June 22, 1918, Fixing Prices at the Mine for Lignite Coal Mined in the State of Texas.

Applications having been made to the United States Fuel Administrator for revision of the prices as to lignite coal mined in the State of Texas, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that lignite coal mined in the State of Texas may be sold at prices not to exceed, f. o. b. cars at the mine, \$1.55 per net ton for run of mine, \$1.75 per net ton for prepared sizes, \$1.00 per net ton for slack or screenings, plus the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., June 22, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *June 21, 1918.*

Order of the United States Fuel Administrator of Aug. 13, 1918, Effective 7 a. m., August 16, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in Erath, Palo Pinto, and Young Counties, Texas.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined in the Counties of Erath, Palo Pinto, and Young, in the State of Texas, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purposes of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined in the counties of Erath, Palo Pinto, and Young, in the State of Texas, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz: for run of mine, \$3.40; for prepared sizes, \$4.55; for slack or screenings, \$2.25. To the foregoing prices may be added the 45 cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917. Said prices are subject to the following monthly summer reductions: 75¢ for the month of April, 60¢ for the month of May, 45¢ for the month of June, 30¢ for the month of July, 15¢ for the month of August.

This Order to become effective at 7 a. m., August 16, 1918.

H. A. GARFIELD,
United States Fuel Administrator.
By CYRUS GARNSEY, JR.,
Asst. United States Fuel Administrator.

WASHINGTON, D. C., *August 13, 1918.*

Order of the United States Fuel Administrator of Sept. 3, 1918, Effective 7 a. m., Sept. 4, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in Wise County, Texas.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined in the County of Wise, in the State of Texas, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined in the County of Wise, in the State of Texas, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz: for run of mine, \$4.25; for prepared sizes, \$5.40; for slack or screenings, \$2.25. To the foregoing prices may be added the 45 cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917. Said prices are subject to the following monthly summer reduction: 75¢ for the month of April, 60¢ for the month of May, 45¢ for the month of June, 30¢ for the month of July, 15¢ for the month of August.

This Order to become effective at 7 a. m. September 4, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

By CYRUS GARNSEY, JR.,
Assistant United States Fuel Administrator.

WASHINGTON, D. C., September 3, 1918.

Subsection V.—Utah.

Order of the United States Fuel Administrator of March 7, 1918, Effective 7 a. m., March 11, 1918, Fixing Prices at the Mine for Coal Mined in the States of Montana, Wyoming and Utah.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Montana, Wyoming and Utah:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the States of Montana, Wyoming and Utah should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in said States;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the State of Montana should be sold at the following prices, to wit: run of mine, \$2.70 per ton, prepared sizes, \$3.60 per ton, and slack or screenings, \$1.50 per ton, and that coal mined in the State of Wyoming should be sold at the following prices, to wit: run of mine, \$2.50 per ton, prepared sizes, \$3.50 per ton, and slack or screenings, \$1.25 per ton;

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said Order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the States of Montana, Wyoming, and Utah may be sold at prices not to exceed, for run of mine, \$2.65 per ton, prepared sizes, \$3.30 per ton, slack or screenings, \$1.50 per ton.

This order to become effective at 7 a. m., March 11, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., March 7, 1918.

Subsection W.—Virginia.

Order of the United States Fuel Administrator of Oct. 11, 1917, Effective Noon Oct. 11, 1917, Fixing Prices at the Mine for Coal Mined in McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Clay, Owsley, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, and Pike Counties, Kentucky, Floyd, Knott, and Letcher Counties, Kentucky (Excepting coal produced from the thick vein Elkhorn district) Scott, Campbell, Claiborne, Anderson, and Morgan Counties, Tennessee, and Mines Operated Near St. Charles, Lee County, Virginia, by Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co. (Inc.), and Benedict Coal Corporations.

To all persons, firms and corporations engaged in the mining of coal in the Counties of McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Clay, Owsley, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, Pike, and all of Floyd, Knott and Letcher Counties excepting coal produced from the thick vein Elkhorn District in these three Counties in the State of Kentucky; in the Counties of Scott, Campbell, Claiborne, Anderson and Morgan, in the state of Tennessee; and mines operated near St. Charles, Lee County, Virginia, by the Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co., Inc., and Benedict Coal Corporation, in the State of Virginia:

The President of the United States having heretofore on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Kentucky other than in the Jellico District shall be sold at the following prices, to wit: run of mine, \$1.95 per ton, prepared sizes, \$2.20 per ton, slack or screenings, \$1.70 per ton; that coal mined in the State of Tennessee other than in the Jellico District shall be sold at the following prices, to wit: run of mine, \$2.30 per ton, prepared sizes \$2.55 per ton, slack or screenings, \$2.05 per ton; and that coal mined in the State of Virginia shall be sold at the following prices, to wit: run of mine, \$2.00 per ton, prepared sizes, \$2.25 per ton, slack or screenings, \$1.75 per ton, and various applications having heretofore been made to the Fuel Administrator for a revision of such prices applicable to such coal mined in the above mentioned Counties in the said States of Kentucky, Tennessee and Virginia, and said applications having been duly considered by the Fuel Administrator;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises the above mentioned prices for coal mined in the States of Kentucky, Tennessee, and Virginia be and the same hereby are modified, pending further investigation, in the following particulars and in no other:

Coal mined in the Counties of McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Clay, Owsley, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, Pike, and all of Floyd, Knott, and Letcher Counties excepting coal produced from the thick vein Elkhorn District in these three Counties, in the State of Kentucky; coal mined in the Counties of Scott, Campbell, Claiborne, Anderson, and Morgan, in the State of Tennessee; and coal mined in mines operated near St. Charles, Lee County, Virginia, by the Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co., Inc., and Benedict Coal Corporation, in the State of

Virginia, may be sold at prices not to exceed, for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, slack or screenings, \$2.15 per ton.

These prices shall become effective at noon, October 11, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 11, 1917.

Order of the United States Fuel Administrator of Oct. 26, 1917, Effective 7 a. m., Oct. 27, 1917, Amending Order of Oct. 11, 1917, by Including within the Terms thereof the Imperial Mine of Virginia Iron, Coal & Coke Company, and Fixing Prices at the Mine for Coal from said Mine.

To all persons, firms and corporations engaged in the mining of coal in the Counties of McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Clay, Owsley, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, Pike, and all of Floyd, Knott and Letcher Counties excepting coal produced from the thick vein Elkhorn District in these three Counties, in the State of Kentucky, in the Counties of Scott, Campbell, Claiborne, Anderson and Morgan, in the State of Tennessee; and mines operated near St. Charles, Lee County, Virginia, by the Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co., Inc., Benedict Coal Corporation, and the Imperial Mine of the Virginia Iron, Coal & Coke Company, Roanoke, in the State of Virginia.

The United States Fuel Administrator having on the 11th day of October, 1917, issued an order modifying the prices named by the President of the United States in his order of the 21st of August, 1917, for coal mined in the States of Kentucky and Tennessee, other than the Jellico district in said States, and in the State of Virginia, and having by said order of October 11, 1917, directed that the coal mined in the Counties of McCreary, Pulaski, Rockcastle, Jackson, Lee, Wolfe, Morgan, Lawrence, Johnson, Martin, Whitley, Laurel, Clay, Owsley, Knox, Bell, Breathitt, Perry, Leslie, Harlan, Magoffin, Boyd, Carter, Pike, and all of Floyd, Knott and Letcher Counties excepting coal produced from the thick vein Elkhorn District in these three Counties, in the State of Kentucky; in the Counties of Scott, Campbell, Claiborne, Anderson and Morgan, in the State of Tennessee; and coal mined in mines operated near St. Charles, Lee County, Virginia, by the Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co., Inc., and Benedict Coal Corporation, in the State of Virginia, shall be sold, until further order in the premises, at the prices named therein; and an application having been made by the Imperial Mine of the Virginia Iron, Coal & Coke Company, Roanoke, Virginia, to be included in the said order of October 11, 1917, and the said application having been duly considered by the United States Fuel Administrator;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the name Imperial Mine of the Virginia Iron, Coal & Coke Company, of Roanoke, Virginia, is to be considered as included in said order of October 11, 1917, and the said Company may sell coal mined by it, until further order in the premises, at prices not to exceed, for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, slack or screenings, \$2.15 per ton.

This order shall become effective at 7 a. m., October 27, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., October 26, 1917.

Order of the United States Fuel Administrator of January 19, 1918, Effective 7 a. m., January 21, 1918, Fixing Prices at the Mine for Coal Mined in Operations in the Richmond Basin, within Chesterfield and Henrico Counties, Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Virginia:

The President of the United States having heretofore on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Virginia should be sold at the prices mentioned in said order; and an application having been thereafter made to the United States Fuel Administrator for a revision of such prices applicable to coal mined in the Richmond Basin within Chesterfield and Henrico Counties, Virginia; and the said application having been duly considered by the United States Fuel Administrator;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined in operations in the Richmond Basin, within Chesterfield and Henrico Counties, in the State of Virginia, may be sold, pending further investigation, at prices not to exceed, for run of mine, \$3.30 per ton, prepared sizes, \$3.55 per ton, slack or screenings, \$3.05 per ton.

These prices to become effective at 7 a. m., January 21, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., January 19, 1918.

Order of the United States Fuel Administrator of February 6, 1918, Effective 7 a. m., February 7, 1918, Fixing Prices at the Mine for Coal Mined in the Kenova and Thacker Fields Located in Mingo County, the Extreme Southern Part of Wayne County, the Extreme Northwestern Part of McDowell County, West Virginia, and the Extreme Northern Portion of Buchanan County, Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Virginia and West Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the States of Virginia and West Virginia should be sold at the prices named in the said respective orders; and an application having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in the Kenova and Thacker fields, in said States;

Now, the United States Fuel Administrator, after due consideration of the said application for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined in the Kenova and Thacker fields, located in Mingo County, the extreme southern part of Wayne County, the extreme western part of McDowell County, in the State of West Virginia, and extreme northern portion of Buchanan County, in the State of Virginia, may be sold, pending further investigation, at prices not to exceed, for

run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton and slack or screenings, \$2.15 per ton.

These prices to become effective at 7 a. m., February 7, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., February 6, 1918.

Order of the United States Fuel Administrator of Feb. 27, 1918, Effective 7 a. m., Feb. 28, 1918, Fixing Prices at the Mine for Coal Mined in the Tug River District, West Virginia, and the Clinch Valley, No. 1 District, or "Upper Clinch", Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Virginia and West Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the States of Virginia and West Virginia should be sold at the prices named in said order; and an application having been thereafter made to the United States Fuel Administrator for a revision of such prices applicable to the Tug River District in the State of West Virginia and to the "Upper Clinch" District in the State of Virginia;

Now, the United States Fuel Administrator, after due consideration of the said applications for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, the prices for coal mined in the States of Virginia and West Virginia named in the President's order of August 21, 1917, be and the same hereby are modified as follows:

	Run of mine.	Prepared sizes.	Slack or screenings.
Coal mined in the Tug River District, being coal mining operations on the Norfolk & Western Railway, west of Welch to Panther, including branches, except Newhall, Berwind, Canebrake, and Hartwell, may be sold at prices not to exceed.....	\$2.40	\$2.65	\$2.15
Coal mined in the Clinch Valley No. 1 District or "Upper Clinch," being coal mining operations on the Norfolk & Western Railway, Hockman to Finney inclusive, may be sold at prices not to exceed.....	2.50	2.75	2.25

These prices to become effective at 7 a. m., February 28, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., February 27, 1918.

Order of the United States Fuel Administrator of March 21, 1918, Confirming Prices Provisionally Fixed by the Executive Order of Aug. 21, 1917, for Coal Mined in the Pocahontas District; Operations on the Norfolk and Western Railway and Branches West of Graham, Virginia, to Welch, West Virginia, including Newhall, Berwind, Canebrake, Hartwell, and Beech Fork Branches, Also Operations on the Virginian Railroad and Branches, West of Rock to Herndon, West Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Virginia and West Virginia:

The President of the United States having, on August 21, 1917, by authority and under the provisions of an Act of Congress entitled "An Act to provide further for

the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," approved August 10, 1917, and known as the "Food and Fuel Act," prescribed and fixed certain prices as therein set forth for bituminous coal at the mine in the States of Virginia and West Virginia; and an application having been heretofore made to the United States Fuel Administrator for a revision of the prices so fixed and prescribed and applicable to coal mined in the Pocahontas District in said States; and it appearing to the United States Fuel Administrator, after considering and duly investigating the said application for revision of prices, that the prices so fixed by the President's said order of August 21, 1917, and applicable to the above mentioned district, are and have been fair, just and reasonable, and should not be changed or revised;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that, until further or other order, no change, revision or modification be made in the prices for bituminous coal mined in the Pocahontas District, operations on the Norfolk and Western Railway and branches west of Graham, Virginia, to Welch, West Virginia, including Newhall, Berwind, Canebrake, Hartwell and Beech Fork branches, also operations on the Virginian Railroad and branches, west of Rock to Herndon, West Virginia, as fixed by the President's said order of August 21, 1917, to wit: Run of mine, \$2.00 per ton, prepared sizes, \$2.25 per ton, and slack or screenings, \$1.75 per ton.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *March 21, 1918.*

Order of the United States Fuel Administrator of April 4, 1918, Effective 7 a. m., April 5, 1918, Fixing Prices at the Mine for Coal Mined in Lee, Wise and Dickenson Counties, and Russell County West of Finney on the Norfolk and Western Railway, Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Virginia should be sold at the prices named in said order; and an application having been made heretofore to the United States Fuel Administrator for a revision of such prices applicable to coal mined in Lee, Wise, Dickenson Counties, and Russell County west of Finney on the Norfolk and Western Railway, in the State of Virginia;

Now, the United States Fuel Administrator, after due consideration of said application for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in Lee, Wise, Dickenson Counties, and Russell County west of Finney on the Norfolk and Western Railway, in the State of Virginia, may be sold at prices not to exceed the following: for run of mine, \$2.20 per ton, prepared sizes, \$2.45 per ton, and slack or screenings, \$1.95 per ton.

This order shall become effective at 7 a. m., April 5, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *April 4, 1918.*

Order of the United States Fuel Administrator of April 25, 1918, Effective 7 a. m., April 26, 1918, Fixing Prices at the Mine for Coal Mined near St. Charles, Lee County, Virginia, by Darby Coal Mining Co., Black Mountain Mining Co., Virginia Lee Co., Old Virginia Coal Co., United Collieries Co. (Inc.), Benedict Coal Corporation, and the Imperial Mine of the Virginia Iron, Coal & Coke Co., Roanoke, Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Virginia should be sold at the prices named in said order; and applications having been thereafter made to the United States Fuel Administrator for a revision of such prices applicable to coal mined by certain named companies; and the United States Fuel Administrator, after due consideration of said applications, having ordered and directed that coal mined near St. Charles, Lee County, Virginia, by the Darby Coal Mining Company, Black Mountain Mining Company, Virginia Lee Company, Old Virginia Coal Company, United Collieries Co. (Inc.), Benedict Coal Corporation, and the Imperial Mine of the Virginia Iron, Coal & Coke Company, Roanoke, Virginia, should be sold at prices not to exceed for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, and slack or screenings, \$2.15 per ton;

Now, the United States Fuel Administrator, after further consideration of said applications for revision of prices and of the prices applicable to all coal mined in the State of Virginia, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined near St. Charles, Lee County, Virginia, by the Darby Coal Mining Company, Black Mountain Mining Company, Virginia Lee Company, Old Virginia Coal Company, United Collieries Company (Inc.), Benedict Coal Corporation, and the Imperial Mine of the Virginia Iron, Coal & Coke Company, Roanoke, Virginia, may be sold at prices not to exceed, for run of mine, \$2.65 per ton, prepared sizes, \$2.90 per ton, and slack or screenings, \$2.40 per ton.

This order shall become effective at 7 a. m., April 26, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., April 25, 1918.

Order of the United States Fuel Administrator of May 24, 1918, Effective 7 a. m., May 24, 1918, Fixing Prices at the Mine for Coal Mined near St. Charles, Lee County, Virginia, by the Cumberland Coal Co., the Penn Lee Coal Co., the Leecova Coal Co., and the Wilma Coal Co.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Virginia should be sold at the prices named in the said order; and applications have been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to the coal mined in said State;

And the United States Fuel Administrator after due consideration of said applications for revision of prices, having ordered and directed that bituminous coal mined in the County of Lee, in the State of Virginia, should be sold at the following prices, to wit: run of mine, \$2.20 per ton, prepared sizes \$2.45 per ton, slack or screenings, \$1.95 per ton.

Now, the United States Fuel Administrator after further consideration of the said applications for revision of prices, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purposes of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined by the Cumberland Coal Company, the Penn Lee Coal Company, the Leecova Coal Company and the Wilma Coal Company in mines operated near St. Charles, in the County of Lee, in the State of Virginia, may be sold at prices not to exceed, run of mine, \$2.65 per ton, prepared sizes \$2.90 per ton, slack or screenings, \$2.40 per ton.

This order to become effective at 7 a. m., May 24, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *May 24, 1918.*

Order of the United States Fuel Administrator of May 27, 1918, Effective 7 a. m., June 1, 1918, Fixing Prices of Slack or Screenings at the Mine for the Pocahontas District of Virginia, and the New River and Tug River Districts of West Virginia.

The United States Fuel Administrator hereby prescribes further classifications and prices of bituminous coal at the mine in the Districts hereinafter described, effective 7 a. m. June 1, 1918.

Pocahontas District of Virginia and West Virginia, as described in the Order of the United States Fuel Administrator, dated March 21, 1918.

New River District of West Virginia as described in the Order of the United States Fuel Administrator, dated March 21, 1918.

Tug River District of West Virginia as described in the Order of the United States Fuel Administrator, dated March 21, 1918.

Where, in any of the above named districts, the slack or screenings passing through the accepted standard screens customarily used prior to January 1, 1916, constitute not less than fifty-five per cent of the mine run output of any mine, such slack or screenings may be sold at not to exceed the applicable Government price at date of shipment for run of mine produced at said mine.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *May 27, 1918.*

Order of the United States Fuel Administrator of Aug. 15, 1918, Effective 7 a. m., Aug. 19, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the Splash Dam Coal Corporation, and the McClure Coal Corporation in Dickenson County, Virginia.

Applications having been made to the United States Fuel Administrator for further revision of the prices as to bituminous coal mined by the Splash Dam Coal Corporation and the McClure Coal Corporation, in the County of Dickinson, in the State of Virginia, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by the Splash Dam Coal Corporation and the McClure Coal Corporation, in the County of Dickinson, in the State of Virginia, may be sold at prices not to exceed, f. o. b. cars at the mine, \$2.40 per net ton for run of mine, \$2.65 per net ton for prepared sizes, \$2.15 per net ton for slack or screenings, plus the 45¢ allowance for wage increase if the producing com-

panies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., August 19, 1918.

H. A. GARFIELD,

United States Fuel Administrator,

WASHINGTON, D. C., *August 15, 1918.*

Order of the United States Fuel Administrator of Aug. 15, 1918, Effective 7 a. m., Aug. 19, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by the T. M. Morrison Coal Corporation and the Lone Mountain Coal Corporation, at Pennington Gap, Lee County, Virginia.

Applications having been made to the United States Fuel Administrator for further revision of the prices as to bituminous coal mined by the T. M. Morrison Coal Corporation and The Lone Mountain Coal Corporation at Pennington Gap, in the County of Lee, in the State of Virginia, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by the T. M. Morrison Coal Corporation and The Lone Mountain Coal Corporation at Pennington Gap, in the County of Lee, in the State of Virginia, may be sold at prices not to exceed, f. o. b. cars at the mine, \$2.55 per net ton for run of mine, \$2.80 per net ton for prepared sizes, \$2.30 per net ton for slack or screenings, plus the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., August 19, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *August 15, 1918.*

Order of the United States Fuel Administrator of Aug. 15, 1918, Effective Aug. 20, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in Lee County, Virginia, by Mohawk Coal Mining Company, Keokee, Virginia, Powell River Coal Company, Purcell, Virginia, and North Fork Coal Company, Pennington Gap, Virginia.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined in Lee County, Virginia, at the mines operated by Mohawk Coal Mining Company, Keokee, Virginia, Powell River Coal Company, Purcell, Virginia, and North Fork Coal Company, Pennington Gap, Virginia, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that bituminous coal mined in Lee County, Virginia, at the mines operated by Mohawk Coal Mining Company, Keokee, Virginia, Powell River Coal Company, Purcell, Virginia, and North Fork Coal Company, Pennington Gap, Virginia, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz.: for run of mine, \$2.55; for prepared sizes, \$2.80; for slack or screenings, \$2.30. To the foregoing prices may be added the 45 cent allowance for

wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This Order to become effective at 7 a. m., August 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

By CYRUS GARNSEY, Jr.,
Asst. United States Fuel Administrator.

WASHINGTON, D. C., *August 13, 1918.*

Order of the United States Fuel Administrator of October 26, 1918, Effective 7 a. m., Oct. 28, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by Black Mountain Mining Co., Benedict Coal Co., Bondurant Coal Co., Darby Coal Co., United Collieries Co., or Old Virginia Coal Co., in Lee County, Virginia.

Applications having been made to the United States Fuel Administrator for further revision of prices of bituminous coal mined in Lee County, in the State of Virginia, by the operators hereinafter named, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in Lee County, in the State of Virginia, by Black Mountain Mining Company, Benedict Coal Company, Bondurant Coal Company, Darby Coal Company, United Collieries Company, or Old Virginia Coal Company, may be sold at prices f. o. b. cars at the mine, not to exceed \$2.60 per net ton for run of mine, \$2.85 per net ton for prepared sizes, \$2.30 per net ton for slack or screenings. To these prices may be added the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., October 28, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *October 26, 1918.*

Order of the United States Fuel Administrator of Oct. 26, 1918, Effective 7 a. m., Oct. 28, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by Certain Operators in Wise County, Virginia.

Applications having been made to the United States Fuel Administrator for a further revision of the prices of bituminous coal mined in Wise County, in the State of Virginia, by the operators hereinafter mentioned, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in Wise County, Virginia, by Clinchfield Coal Corporation, Camper Coal Company, Kilgore Coal Company, Stonegap Colliery Company, J. A. Esser Coke Company, Yellow Creek Coal & Coke Company, Gladeville Coal Company, Wise Coal & Coke Company, Norton Coal Company, Blackwood Coal & Coke Company, or Stonega Coal & Coke Company, may be sold at prices f. o. b. cars at the mine not to exceed, \$2.15 per net ton for run of mine, \$2.40 per net ton for prepared sizes, \$1.85 per net ton for slack or screenings. To these prices may be added the 45¢ allowance for wage increase if the producing com-

panies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., October 28, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *October 26, 1918.*

Order of the United States Fuel Administrator of Oct. 26, 1918, Effective 7 a. m., Oct. 28, 1918, Fixing Prices at the Mine for Bituminous Coal Mined by Roberts Coal Co. in Wise County, Virginia.

Application having been made to the United States Fuel Administrator for further revision of the prices of bituminous coal mined in Wise County, in the State of Virginia, by Roberts Coal Company, the United States Fuel Administrator, after due consideration of such application, action under the authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in Wise County, in the State of Virginia, by Roberts Coal Company, may be sold at prices f. o. b. cars at the mine, not to exceed \$2.60 per net ton for run of mine, \$2.85 per net ton for prepared sizes, \$2.30 per net ton for slack or screenings. To these prices may be added the 45¢ allowance for wage increase if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., October 28, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *October 26, 1918.*

Order of the United States Fuel Administrator of Nov. 18, 1918, Effective 7 a. m., Nov. 19, 1918, Fixing Prices at the Mine for Coal Mined by Robert Fleming & Co., Hawthorne Coal Co., and John B. Guernsey & Co., in Wise County, Virginia.

Applications having been made to the United States Fuel Administrator for further revision of the prices of bituminous coal mined in Wise County, in the State of Virginia, by the producers hereinafter named, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in Wise County, in the State of Virginia, by Robert Fleming & Company of Norton, Virginia, Hawthorne Coal Company of Norton, Virginia, and John B. Guernsey & Company of Tacoma, Virginia, may be sold at prices not to exceed, f. o. b. cars at the mine, \$2.15 per net ton for run of mine, \$2.40 per net ton for prepared sizes, \$1.85 per net ton for slack or screenings. To these prices may be added the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., November 19, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *November 18, 1918.*

Order of the United States Fuel Administrator of Nov. 30, 1918, Effective 7 a. m., Dec. 7, 1918, Fixing Prices at the Mine for Coal Mined by Emerald Coal Co., Obey Branch Coal Co., and Puckett's Creek Coal Co., in Lee County, Virginia.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined by Emerald Coal Company, Obey Branch Coal Company, and Puckett's Creek Coal Company, in Lee County in the State of Virginia, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by Emerald Coal Company, Obey Branch Coal Company, and Puckett's Creek Coal Company, in Lee County in the State of Virginia, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz: For run of mine, \$2.55; for prepared sizes, \$2.80; for slack or screenings, \$2.30. To the foregoing prices may be added the 45-cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., December 7, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., November 30, 1918.

Order of the United States Fuel Administrator of Nov. 30, 1918, Effective 7 a. m., Dec. 7, 1918, Fixing Prices at the Mine for Coal Mined by the Bradley Coal Company, White Oak Coal Co., Hawthorne Coal Co., and Felton Coal Mining Co., in Wise County, Virginia.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined by Bradley Coal Company, White Oak Coal Company, Hawthorne Coal Company, and Felton Coal Mining Company, in Wise County in the State of Virginia, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by Bradley Coal Company, White Oak Coal Company, Hawthorne Coal Company, and Felton Coal Mining Company, in Wise County in the State of Virginia, may be sold at prices f. o. b. cars at the mine, not to exceed the following per net ton, viz: For run of mine, \$2.55; for prepared sizes, \$2.80; for slack or screenings, \$2.30. To the foregoing prices may be added the 45-cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., December 7, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., November 30, 1918.

Order of the United States Fuel Administrator of Nov. 30, 1918, Effective 7 a. m. Dec. 7, 1918, Fixing Prices at the Mine for Coal Mined by Stone Gap Colliery Company, Norton Coal Co., J. A. Esser Coal Co. and Kilgore Coal Co., in Wise County, Virginia.

Applications having been made to the United States Fuel Administrator for further revision of prices of bituminous coal mined in Wise County, in the State of Virginia, by the producers hereinafter named, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in Wise County, in the State of Virginia, by Stone Gap Collier Company, Norton Coal Company, J. A. Esser Coal Company, and Kilgore Coal Company, may be sold at prices, f. o. b. cars at the mine, not to exceed \$2.60 per net ton for run of mine, \$2.85 per net ton for prepared sizes, \$2.30 per net ton for slack or screenings. To these prices may be added the 45c allowance for wage increase if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., December 7, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., November 30, 1918.

Order of the United States Fuel Administrator of Dec. 6, 1918, Granting an Increase in Price as of Oct. 28, 1918, for Coal Mined by Stonega Coal & Coke Co. at its Mine at Keokee, Lee County, Virginia.

The United States Fuel Administrator having heretofore, by orders dated October 26, 1918, effective at 7 a. m., October 28, 1918, granted an increase of 5 cents per net ton in the prices of prepared sizes and run of mine bituminous coal mined in Lee and Wise Counties, in the State of Virginia, and in Bell and Harlan Counties, in the State of Kentucky, by the operators named in said orders, which said increase was granted to compensate said operators for an increase in electric power rates allowed by the Engineers Committee and the Director of the Bureau of Prices of the United States Fuel Administration, acting as arbitrators, to the power companies supplying said operators with power, and it now appearing to the United States Fuel Administrator that there was inadvertently omitted from the list of operations entitled to said increase, by virtue of the increased cost to it of electric-power, the operation of Stonega Coal & Coke Company at Keokee, in Lee County, in the State of Virginia,

The United States Fuel Administration, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by Stonega Coal & Coke Company after 7 a. m., October 28, 1918, at its mine at Keokee, in Lee County, in the State of Virginia, may be sold at prices f. o. b. cars at the mine not to exceed \$2.15 per net ton for run of mine, \$2.40 per net ton for prepared sizes, and \$1.85 per net ton for slack or screenings. To these prices may be added the 45-cent allowance for wage increase if said producing company is entitled to add such allowance under the President's Order of October 27, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., December 6, 1918.

Order of the United States Fuel Administrator of Dec. 14, 1918, Effective 7 a. m., Dec. 16, 1918, Codifying all Existing Virginia Mine Prices of Bituminous Coal.

It appearing to the United States Fuel Administrator that the description of that portion of the Pocahontas District located in the State of Virginia should be revised, and that the various orders heretofore entered by said Administrator relative to the prices at the mine of bituminous coal mined in the State of Virginia should be codified and embodied in a single order,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in the various districts of the State of Virginia may be sold at prices, f. o. b. cars at the mine, not to exceed the following per net ton, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
<i>District No. 1</i> , to-wit: Operations in the State of Virginia not classified under other districts or covered by the proviso hereinafter set forth.....	\$1.90	\$2.15	\$1.65
<i>District No. 2</i> , to-wit: Operations in the Richmond Basin within Chesterfield and Henrico Counties.....	3.20	3.45	2.95
<i>District No. 3</i> , to-wit: Clinch Valley No. 1 District or "Upper Clinch," being coal-mining operations on the Norfolk & Western Railway from Hockman to Finney, inclusive.....	2.40	2.65	2.15
<i>District No. 4</i> , to-wit: That portion of the Pocahontas District located in the State of Virginia, said Pocahontas District being more particularly described as comprising operations on the Norfolk & Western Railway, west of Graham, Virginia, to Welch, West Virginia, also including operations on the Virginian Railway and branches west of Rock to Herndon, West Virginia.....	1.90	2.15	1.65
<i>District No. 5</i> , to-wit: Lee, Wise and Dickenson Counties, and Russell County west of Finney on the Norfolk & Western Railway.....	2.10	2.35	1.85
<i>District No. 6</i> , to-wit: That portion of the Thacker District located in Virginia, being operations in the extreme northern portion of Buchanan County.....	2.20	2.45	1.95

Provided, however, that the foregoing prices shall not be applicable to coal mined by the operators and at the operations hereinafter mentioned, but such coal may be sold by said operators at prices, f. o. b. cars at the mines, not to exceed the following per net ton, viz:

	Run of mine.	Prepared sizes.	Slack or screenings.
Operations of Splash Dam Coal Corporation and McClure Coal Corporation in Dickenson County.....	\$2.40	\$2.05	\$2.15
Operations of Cumberland Coal Company, Penn Lee Coal Company, Leecova Coal Company, Wilma Coal Company, Virginia Lee Coal Company, Emerald Coal Company, Obey Branch Coal Company, Puckett's Creek Coal Company, Mohawk Coal Mining Company, Powell River Coal Company, North Fork Coal Company, T. M. Morrison Coal Corporation, and The Lone Mountain Coal Corporation, and the Imperial Mine of the Virginia Iron, Coal & Coke Company of Roanoke, in Lee County.....	2.55	2.80	2.30
Operations of Black Mountain Mining Company, Benedict Coal Company, Bondurant Coal Company, Darby Coal Company, United Collieries Company (Inc.), and Old Virginia Coal Company, near St. Charles, Lee County.....	2.60	2.85	2.30
Operation of Stonega Coal & Coke Company at Keokee, Lee County, and operations of Clinchfield Coal Corporation, Camper Coal Company, Yellow Creek Coal & Coke Company, Gladeville Coal Company, Wise Coal & Coke Company, Blackwood Coal & Coke Company, Stonega Coal & Coke Company, Robert Fleming & Company, and John B. Guernsey & Company, in Wise County.....	2.15	2.40	1.85
Operations of Bradley Coal Company, White Oak Coal Company, and Felton Coal Mining Company, in Wise County.....	2.55	2.80	2.30
Operations of Roberts Coal Company, Stone Gap Colliery Company, Norton Coal Company, Hawthorne Coal Company, J. A. Esser Coal Company, and Kilgore Coal Company, in Wise County.....	2.60	2.85	2.30

To the above prices there may be added the 45-cent allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 23, 1917:

Nothing contained in this order shall be construed as affecting the right of any operator to receive the run of mine price for slack or screenings from operations in the Pocahontas District, provided such operator is entitled thereto under the terms of the order of the United States Fuel Administrator of May 27, 1918.

This order to become effective at 7 a. m., December 16, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *December 14, 1918.*

Subsection X.—Washington.

Order of the United States Fuel Administrator of Oct. 1, 1917, Effective 7 a. m., Oct. 1, 1917, Fixing Prices at the Mine for Coal Mined in Pierce & King Counties, Washington.

To all persons, firms and corporations engaged in the mining and production of coal in Pierce and King Counties, in the State of Washington:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Washington shall be sold at the following prices, to wit: run of mine, \$3.25 per ton; prepared sizes, \$3.50 per ton, and slack or screenings, \$3.00 per ton; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in the State of Washington, and the said application having been duly considered by the Fuel Administrator:

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises, the above mentioned prices for coal mined in the State of Washington be and the same hereby are modified, pending further investigation, in the following particulars and in no other: Coal mined in Pierce and King Counties in the State of Washington may be sold at prices not to exceed, for run of mine, \$3.25 per ton, prepared sizes, \$4.50 per ton, and slack or screenings, \$3.00 per ton.

These prices shall become effective at 7 a. m., October 1, 1917.

H. A. GARFIELD,

Fuel Administrator.

WASHINGTON, D. C., *October 1, 1917.*

Order of United States Fuel Administrator of Mar. 27, 1918, Effective 7 a. m., Mar. 29, 1918, Fixing Prices at the Mine for Coal Mined in the State of Washington.

To all persons, firms and corporation engaged in the mining and production of coal in the State of Washington:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Washington should be sold at the prices named in said order; and an application having been made thereafter to the United States Fuel Administrator for a revision of such prices;

And the United States Fuel Administrator, after due consideration of said application for revision of prices, having ordered and directed that coal mined in the Counties of Pierce and King, in said State of Washington should be sold at prices not to exceed the following, to wit: run of mine, \$3.25 per ton, prepared sizes, \$4.50 per ton, and slack or screenings, \$3.00 per ton;

Now, the United States Fuel Administrator, after further consideration of the said prices applicable to coal mined in the said State of Washington, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the State of Washington may be sold at prices not to exceed the following:

SCREENED COALS.

Bituminous, Kittitas County:	Per ton.
Run of mine.....	\$3. 55
Prepared sizes—	
Lump and egg.....	3. 95
Special steam and gas.....	3. 25
Slack.....	2. 50
Sub-bituminous, Lewis and Thurston Counties:	
Run of mine.....	2. 75
Prepared sizes—	
Lump.....	3. 95
Lump nut.....	3. 25
Nut.....	3. 00
Slack.....	1. 25

WASHED COALS.

Bituminous:	
Kittitas County, prepared sizes.....	4. 00
Pierce, King, Skagit and Lewis Counties—	
Prepared sizes—	
Lump nut.....	6. 00
Mixed steam.....	5. 25
Straight steam and gas.....	4. 80
Slack.....	2. 50
Sub-bituminous:	
King County—	
Prepared sizes—	
Lump nut.....	5. 00
Pea.....	3. 50
Buckwheat.....	3. 25
Slack.....	1. 50
Lewis County—	
Prepared sizes—	
Lump.....	3. 95
Nut.....	3. 75
Pea.....	3. 00
Buckwheat.....	1. 50
Slack.....	1. 25

Preparation of coal mined within the State of Washington shall conform to reports submitted to and approved by State Mine Price Board, subject to such further modifications as may be approved by State Fuel Administrator.

This order shall become effective at 7 a. m., March 29, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., March 27, 1918.

Subsection Y.—West Virginia.

Order of the United States Fuel Administrator of Nov. 13, 1917, Effective Nov. 13, 1917, Fixing Prices at the Mine for Bituminous Coal Mined by the Ajax Hocking Coal Co. in Mineral County, West Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the State of West Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of West Virginia should be sold at the following prices, to wit: run of mine, \$2.00, prepared sizes, \$2.25, slack or screenings, \$1.75; and an application having been made to the United States Fuel Administrator for a revision of such prices applicable to said coal mined in the State of West Virginia, and the said application having been duly considered by the United States Fuel Administrator;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined by Ajax Hocking Coal Company in Mineral County, in the State of West Virginia, may be sold, pending further investigation, at prices not to exceed, for run of mine, \$2.75 per ton.

These prices shall become effective November 13, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., November 13, 1917.

Order of the United States Fuel Administrator of Nov. 22, 1917, Effective Nov. 22, 1917, Fixing Prices at the Mine for Bituminous Coal Mined by the Davy-Pocahontas Coal Company in McDowell County, West Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the State of West Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of West Virginia should be sold at the following prices, to-wit: run of mine, \$2.00, prepared sizes, \$2.25, slack or screenings, \$1.75; and an application having been made to the United States Fuel Administrator for a revision of such prices applicable to said coal mined in the State of West Virginia, and the said application having been duly considered by the United States Fuel Administrator;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined by Davy-Pocahontas Coal Company in McDowell County, in the State of West Virginia, may be sold, pending further investigation, at prices not to exceed, for run of mine, \$2.75 per ton.

These prices shall become effective November 22, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., November 22, 1917.

Order of the United States Fuel Administrator of Nov. 27, 1917, Effective 7 a. m., Nov. 28, 1917, Fixing Prices at the Mine for Coal Mined in the Pomeroy Field in the State of West Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in that section of the States of Ohio and West Virginia known as the Pomeroy Field:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the thin vein district in the State of Ohio should be sold at the following prices, to wit: run of mine, \$2.35 per ton, prepared sizes, \$2.60 per ton, and slack or screenings, \$2.10 per ton, and that coal mined in the State of West Virginia other than the New River district should be sold at the following prices, to wit: run of mine, \$2.00 per ton, prepared sizes, \$2.25 per ton, and slack or screenings, \$1.75 per ton; and an application having heretofore been made to the United States Fuel Administrator for a revision of the said prices applicable to the said Pomeroy Field in the State of West Virginia;

Now, the United States Fuel Administrator, after due consideration of the said application for revision of prices, and for the purpose of unifying the prices applicable to said Field, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, the prices of coal mined in that part of the State of West Virginia known as the Pomeroy Field be and the same hereby are modified, pending further investigation, in the following particulars and in no other: Coal mined in the Pomeroy Field in the State of West Virginia may be sold at prices not to exceed, for run of mine, \$2.35 per ton, prepared sizes, \$2.60 per ton, slack or screenings, \$2.10 per ton.

These prices shall become effective at 7 a. m., November 28, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., November 27, 1917.

Order of the United States Fuel Administrator of Jan. 31, 1918, Effective 7 a. m., Feb. 1, 1918, Fixing Prices at the Mine for Coal Mined in Maryland, and in Mineral, Grant, Tucker, and the Extreme Eastern and Southeastern Portions of Preston Counties, West Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Maryland and West Virginia.

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Maryland and in the State of West Virginia other than the New River District should be sold at the respective prices named in said order; and an application having been made thereafter to the United States Fuel Administrator for a revision of prices applicable to coal mined by the North Maryland Coal Mining Company in the State of Maryland, and the United States Fuel Administrator, after due consideration of said application, having authorized the said The North Maryland Coal Mining Company to sell coal mined by it at the price of \$2.75 for run of mine;

And a further application having been made to the United States Fuel Administrator for a revision of prices applicable to certain coal fields in the States of Maryland and West Virginia, known as the Upper Potomac, Cumberland and Piedmont Fields;

Now, the United States Fuel Administrator, after due consideration of the said further applications for revision of prices, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises coal mined in the Upper Potomac, Cumberland and Piedmont Fields, comprising all coal mined in the State of Maryland and in the Counties of Mineral, Grant and Tucker and the extreme Eastern and Southeastern portion of Preston County, in the State of West Virginia, may be sold, pending further investigation, at prices not to exceed the following: for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, and slack or screenings, \$2.15 per ton.

These prices to become effective at 7 a. m., February 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., January 31, 1918.

Order of the United States Fuel Administrator of February 6, 1918, Effective 7 a. m., February 7, 1918, Fixing Prices at the Mine for Coal Mined in the Kenova and Thacker Fields Located in Mingo County, the Extreme Southern Part of Wayne County, the Extreme Northwestern Part of McDowell County, West Virginia, and the Extreme Northern Portion of Buchanan County, Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Virginia and West Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the States of Virginia and West Virginia should be sold at the prices named in the said respective orders; and an application having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in the Kenova and Thacker fields, in said States;

Now, the United States Fuel Administrator, after due consideration of the said application for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, coal mined in the Kenova and Thacker fields, located in Mingo County, the extreme southern part of Wayne County, the extreme western part of McDowell County, in the State of West Virginia, and extreme northern portion of Buchanan County, in the State of Virginia, may be sold, pending further investigation, at prices not to exceed, for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton and slack or screenings, \$2.15 per ton.

These prices to become effective at 7 a. m., February 7, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., February 6, 1918.

Order of the United States Fuel Administrator of Feb. 27, 1918, Effective 7 a. m., Feb. 28, 1917, Fixing Prices at the Mine for Coal Mined in the Tug River District, West Virginia, and the Clinch Valley, No. 1 District, or "Upper Clinch," Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Virginia and West Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food

Law, ordered and directed that the coal mined in the States of Virginia and West Virginia should be sold at the prices named in said order; and an application having been thereafter made to the United States Fuel Administrator for a revision of such prices applicable to the Tug River District in the State of West Virginia and to the "Upper Clinch" District in the State of Virginia;

Now, the United States Fuel Administrator, after due consideration of the said applications for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further order in the premises, the prices for coal mined in the states of Virginia and West Virginia named in the President's order of August 21, 1917, be and the same hereby are modified as follows:

	Run of mine.	Prepared sizes.	Slack or screenings.
Coal mined in the Tug River District, being coal mining operations on the Norfolk & Western Railway, west of Welch to Panther, including branches, except Newhall, Berwind, Canebrake, and Hartwell, may be sold at prices not to exceed.....	\$2.40	\$2.65	\$2.15
Coal mined in the Clinch Valley No. 1 District or "Upper Clinch" being coal mining operations on the Norfolk & Western Railway, Hockman to Flanney inclusive, may be sold at prices not to exceed.....	2.50	2.75	2.25

These prices to become effective at 7 a. m., February 28, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., February 27, 1918.

Order of the United States Fuel Administrator of Feb. 27, 1918, Effective 7 a. m., Feb. 28, 1918, Amending the Order of Jan. 31, 1918, Fixing Prices for Coal Mined in the Upper Potomac, Cumberland and Piedmont Fields, by Including therein all of Preston County, West Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Maryland and West Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the States of Maryland and West Virginia should be sold at the prices named in said order; and various applications having been thereafter made to the United States Fuel Administrator for a revision of such prices applicable to coal mined by certain companies and in certain fields in said States;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the Upper Potomac, Cumberland, and Piedmont fields, comprising all coal mined in the State of Maryland and in the Counties of Mineral, Grant and Tucker and the extreme eastern and southeastern portion of Preston County in the State of West Virginia, should be sold, pending further investigation, at prices not to exceed the following: for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, and slack or screenings, \$2.15 per ton;

Now, the United States Fuel Administrator, after further consideration of said applications for revision of prices, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that his order of January 31, 1918, relating to prices applicable to the Upper Potomac, Cumberland and Piedmont fields, in the States of Maryland and West Virginia, be and the same hereby is amended by including in the territory covered by said order all of Preston County in the State of West Virginia.

This order to take effect at 7 a. m., February 28, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *February 27, 1918.*

Order of the United States Fuel Administrator of March 4, 1918, Effective 7 a. m., March 5, 1918, Amending the Order of February 6, 1918, Fixing Prices for Coal Mined in the Kenova and Thacker Fields, by Including therein all of Wayne County, West Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the States of West Virginia and Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the States of Virginia and West Virginia should be sold at the prices named in the said respective orders; and various applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in certain fields in said States;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the Kenova and Thacker fields located in Mingo County, the extreme southern part of Wayne County, the extreme northwestern part of McDowell County, in the State of West Virginia, and extreme northern portion of Buchanan County, in the State of Virginia, should be sold, pending further investigation, at prices not to exceed the following: for run of mine, \$2.40 per ton, prepared sizes, \$2.65 per ton, and slack or screening, \$2.15 per ton;

Now, the United States Fuel Administrator, after further consideration of said applications for revision of prices, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that his order of February 6, 1918, relating to prices applicable to the Kenova and Thacker fields, in the States of Virginia and West Virginia, be and the same hereby is amended by including in the territory covered by said order the whole of Wayne County in the State of West Virginia.

This order to take effect at 7 a. m., March 5, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *March 4, 1918.*

Order of the United States Fuel Administrator of March 21, 1918, Confirming Prices Provisionally fixed by the Executive Order of Aug. 21, 1917, for Coal Mined in the Number Eight or Pittsburgh Seam in Hancock, Brooke, Ohio, and Marshall Counties West Virginia, and Jefferson, Harrison, Belmont, Carroll, and Monroe Counties, Ohio.

To all persons, firms and corporations engaged in the mining and production of coal in the States of West Virginia and Ohio:

The President of the United States having, on August 21, 1917, by authority and under the provisions of an Act of Congress entitled "An Act to provide further for the

national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," approved August 10, 1917, and known as the "Food and Fuel Act," prescribed and fixed certain prices as therein set forth for bituminous coal at the mine in the States of West Virginia and Ohio; and an application having been heretofore made to United States Fuel Administrator for a revision of the prices so fixed and prescribed and applicable to coal mined in the Number Eight or Pittsburgh seam, in Hancock, Brooke, Ohio, and Marshall Counties in the State of West Virginia, and Jefferson, Harrison, Belmont, Carroll and Monroe Counties in the State of Ohio; and it appearing to the United States Fuel Administrator, after considering and duly investigating the said application for revision of prices, that the prices as fixed by the President's said order of August 21, 1917, and applicable to the above mentioned field, are and have been fair, just and reasonable, and should not be changed or revised;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that, until further or other order, no change, revision or modification be made in the prices for bituminous coal mined in the Number Eight or Pittsburgh seam, in Hancock, Brooke, Ohio, and Marshall Counties in the State of West Virginia, and Jefferson, Harrison, Belmont, Carroll and Monroe Counties in the State of Ohio, as fixed by the President's order of August 21, 1917, to wit: run of mine, \$2.00 per ton, prepared sizes \$2.25 per ton, and slack or screenings, \$1.75 per ton.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., March 21, 1918.

Order of the United States Fuel Administrator of March 21, 1918, Confirming Prices Provisionally Fixed by the Executive Order of Aug. 21, 1917, for Coal Mined in the Pocahontas District; Operations on the Norfolk and Western Railway and Branches West of Graham, Virginia, to Welch, West Virginia, including Newhall, Berwind, Canebrake, Hartwell, and Beech Fork Branches, Also Operations on the Virginian Railroad and Branches, West of Rock to Herndon, West Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Virginia and West Virginia:

The President of the United States having, on August 21, 1917, by authority and under the provisions of an Act of Congress entitled "An Act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," approved August 10, 1917, and known as the "Food and Fuel Act," prescribed and fixed certain prices as therein set forth for bituminous coal at the mine in the states of Virginia and West Virginia; and an application having been heretofore made to the United States Fuel Administrator for a revision of the prices so fixed and prescribed and applicable to coal mined in the Pocahontas District in said States; and it appearing to the United States Fuel Administrator, after considering and duly investigating the said application for revision of prices, that the prices so fixed by the President's said order of August 21, 1917, and applicable to the above mentioned district, are and have been fair, just and reasonable, and should not be changed or revised;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order, no change, revision or modification be made in the prices for bituminous coal mined in the Pocahontas District, operations on the Norfolk and Western Railway and branches west of Graham, Virginia, to Welch, West Virginia, including Newhall, Berwind, Canebrake, Hartwell, and Beech Fork branches, also operations on the Virginian Railroad and branches, west of Rock to Herndon, West Virginia, as fixed by the President's said order of August 21, 1917, to wit; run of mine, \$2.00 per ton, prepared sizes, \$2.25 per ton, and slack or screenings, \$1.75 per ton.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *March 21, 1918.*

Order of the United States Fuel Administrator of April 19, 1918, Effective 7 a. m., April 20, 1918, Fixing Prices at the Mine for Coal Mined in the No. 10 District, Coal and Coke and Gauley Districts, Fairmont District, Thacker District, New River District, Logan District, Putnam County, Kenova District, and Kanawha District, West Virginia.¹

To all persons, firms and corporations engaged in the mining and production of coal in the State of West Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of West Virginia should be sold at the prices named in said order; and various applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to certain coal fields in said State; and the United States Fuel Administrator, after due consideration of said applications for revision of prices, having, by various orders, ordered and directed a modification of such prices applicable to certain fields in said State named in said orders;

Now, the United States Fuel Administrator, after further consideration of such applications for revision of prices and of the prices applicable to all coal mined in the State of West Virginia, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the State of West Virginia in the following named Counties and districts may be sold at prices not to exceed the following, viz:

¹ By an order of June 26, 1918, effective June 27, 1918, set out below in this Section, the boundaries of the New River and Kanawha Districts were changed so that certain territory which under the above order was within the Kanawha was included in the New River District.

	Run of mine.	Prepared sizes.	Slack or screenings.
No. 10 district, coal and coke and Gauley districts: Taylor, Barbour, Lewis, Buckhannon, Randolph, Gilmer, Braxton, Webster and Greenbrier Counties; operations in Nicholas County east of the mouth of the Meadow Branch of the Gauley River, and the coal and coke district in Kanawha and Clay Counties north of Charleston.....	\$2.30	\$2.55	\$2.05
Fairmont district: Monongalia, Marion and Harrison Counties.....	2.15	2.40	1.90
Thacker district: operations in McDowell County west of Panther on the Norfolk & Western Ry., and in Mingo County west along the Tug Fork of the Big Sandy River to Williamson on the Norfolk & Western Ry....	2.30	2.55	2.05
New River District: Fayette County south of Hawk's Nest on the Chesapeake & Ohio R. R., and Fayette and Raleigh Counties south of Paintsville on the Virginian R. R. and Wyoming County north of Herndon on the Virginian R. R.....	2.35	2.60	2.10
Logan district: Logan County, and operations in Boone County south of Danville on the Chesapeake & Ohio R. R., and Lincoln County south of Gill on the Chesapeake & Ohio R. R.....	2.15	2.40	1.90
Putnam County.....	2.50	2.75	2.25
Kenova district: operations on the watershed of the Tug Fork of the Big Sandy River west of Williamson on the Norfolk & Western Ry., and Wayne County.....	2.30	2.55	2.05
Kanawha district: Nicholas County west of the mouth of the Meadow Branch of the Gauley River, Fayette County west of Hawk's Nest on the Chesapeake & Ohio R. R. and north of Paintsville on the Virginian R. R., and operations in Raleigh and Boone Counties on the watershed of the Clear Fork Branch of Coal River, Boone County north of Danville on the Chesapeake & Ohio R. R., Kanawha County south of Charleston, and Lincoln County north of Gill on the Chesapeake & Ohio R. R..	2.25	2.50	2.00

This order shall become effective at 7 a. m., April 20, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., April 19, 1918.

Order of the United States Fuel Administrator of May 24, 1918, Effective 7 a. m., May 24, 1918, Fixing Prices at the Mine for Coal Mined by the Saxman Coal and Coke Co., near Richwood, Nicholas County, West Virginia.

To all persons, firms and corporations engaged in the mining and production of coal in the State of West Virginia:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of West Virginia should be sold at the prices named in the said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to the coal mined in said state:

And the United States Fuel Administrator after due consideration of said applications for revision of prices, having ordered and directed that bituminous coal mined in the County of Nicholas, in the State of West Virginia, should be sold at the following prices, to wit: run of mine, \$2.30 per ton, prepared sizes, \$2.55 per ton, slack or screenings, \$2.05 per ton,

Now, the United States Fuel Administrator after further consideration of the said applications for revision of prices, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purposes of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined by the Saxman Coal and Coke Company, near Richwood, in the County of Nicholas, in the State of West Virginia, may be

sold at prices not to exceed, for run of mine, \$2.80 per ton, prepared sizes, \$3.05 per ton, slack or screenings, \$2.55 per ton.

This order to become effective at 7 a. m., May 24, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., May 24, 1918.

Order of the United States Fuel Administrator of May 27, 1918, Effective 7 a. m., June 1, 1918, Fixing Prices of Slack or Screenings at the Mine for the Pocahontas District of Virginia and West Virginia, and the New River and Tug River Districts of West Virginia.

The United States Fuel Administrator hereby prescribes further classifications and prices of bituminous coal at the mine in the Districts hereinafter described, effective 7 a. m., June 1, 1918.

Pocahontas District of Virginia and West Virginia, as described in the Order of the United States Fuel Administrator, dated March 21, 1918.

New River District of West Virginia as described in the Order of the United States Fuel Administrator, dated March 21, 1918.

Tug River District of West Virginia as described in the Order of the United States Fuel Administrator, dated March 21, 1918.

Where, in any of the above named districts, the slack or screenings passing through the accepted standard screens customarily used prior to January 1, 1916, constitute not less than fifty-five per cent of the mine run output of any mine, such slack or screenings may be sold at not to exceed the applicable Government price at date of shipment for run of mine produced at said mine:

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., May 27, 1918.

Order of the United States Fuel Administrator of June 26, 1918, Effective June 27, 1918, Revising the Description of the New River and Kanawha Districts of West Virginia.¹

It appearing desirable that the description of the New River and Kanawha Districts in the State of West Virginia as contained in the price order of the United States Fuel Administrator dated April 19, 1918, should be revised,

The United States Fuel Administrator acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders and in furtherance of the purpose of said Orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from the effective date of this order and until further or other order and subject to modification at any time and from time to time,

(1) For the purpose of determining the prices specified in said order dated April 19, 1918, the New River District in the State of West Virginia shall comprise the County of Fayette east of the Gauley River to Hawk's Nest on the Chesapeake & Ohio R. R., and east of a line drawn from Hawk's Nest to Roseville on the Virginian R. R., and the Counties of Fayette and Raleigh south of Roseville, and the County of Wyoming north of Herndon on the Virginian R. R.

(2) For the purpose of determining the prices specified in said order dated April 19, 1918, the Kanawha District in the State of West Virginia shall comprise the County of Nicholas west of the mouth of the Meadow Branch of the Gauley River, the County of Fayette west of the Gauley River and north of the Kanawha and west of a line drawn

¹ The order of April 19, 1918 effective April 20, 1918 amended by the above order was set out supra in this Section.

from Hawk's Nest on the Chesapeake & Ohio R. R. to Roseville on the Virginian R. R., and operations in the Counties of Raleigh and Boone on the watershed of the Clear Fork Branch of Coal River, and the County of Boone north of Danville on the Chesapeake & Ohio R. R., and the Counties of Kanawha and Clay south of Charleston, and the County of Lincoln north of Gill on the Chesapeake & Ohio R. R.

This order shall become effective June 27, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *June 26, 1918.*

Order of the United States Fuel Administrator of June 27, 1918, Effective 7 a. m., June 29, 1918, Fixing Prices at the Mine for Coal Mined in Hancock, Brooke, Ohio, and Marshall Counties, West Virginia.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined in the Counties of Hancock, Brooke, Ohio and Marshall, in the State of West Virginia, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1918.

Hereby orders and directs that bituminous coal mined in the Counties of Hancock, Brooke, Ohio and Marshall, in the State of West Virginia, may be sold at prices f. o. b. cars at the mine not to exceed, \$1.90 per net ton for run of mine, \$2.15 per net ton for prepared sizes, \$1.90 per net ton for slack or screenings, plus the 45¢ allowance for wage increase if the producing companies are entitled to add such allowance under the President's order of October 27, 1917.

This order to become effective at 7 a. m., June 29, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *June 27, 1918.*

Order of the United States Fuel Administrator of June 27, 1918, Effective 7 a. m., June 29, 1918, Fixing Prices at the Mine for Coal Mined in Mason County, West Virginia.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined in the County of Mason, in the State of West Virginia, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in the County of Mason, in the State of West Virginia, may be sold at prices f. o. b. cars at the mine not to exceed \$2.35 per net ton for run of mine, \$2.60 per net ton for prepared sizes, \$2.10 per net ton for slack or screenings, plus the 45¢ allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., June 29, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *June 27, 1918.*

Order of the United States Fuel Administrator of Aug. 28, 1918, Effective 7 a. m., Aug. 29, 1918, Fixing Prices at the Mine for Bituminous Coal Mined in Mason County, West Virginia.

Applications having been made to the United States Fuel Administrator for a revision of the prices of bituminous coal mined in the County of Mason, in the State of West Virginia, the United States Fuel Administrator, after due consideration of such applications, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined in the County of Mason, in the State of West Virginia, may be sold at prices f. o. b. cars at the mine not to exceed \$2.30 per net ton for run of mine, \$2.55 per net ton for prepared sizes, \$2.05 per net ton for slack or screenings, plus the 45¢ allowance for wage increase, if the producing companies are entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., August 29, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., August 28, 1918.

Order of the United States Fuel Administrator of Dec. 6, 1918, Effective 7 a. m., Dec. 7, 1918, Fixing Prices at the Mine for Coal Mined by Three Forks Coal Co., in the New River District, West Virginia.

Application having been made to the United States Fuel Administrator for a revision of prices of bituminous coal mined by the Three Forks Coal Company in the New River District, in the State of West Virginia, the United States Fuel Administrator, after due consideration of such application, acting under the authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal mined by Three Forks Coal Company, in the New River District, in the State of West Virginia, may be sold at prices, f. o. b. cars at the mine, not to exceed \$2.55 per net ton for run of mine, \$2.55 per net ton for prepared sizes, \$2.00 per net ton for slack or screenings. To these prices may be added the 45c allowance for wage increase if the producing company is entitled to add such allowance under the President's Order of October 27, 1917.

This order to become effective at 7 a. m., December 7, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., December 6, 1918.

Subsection Z.—Wyoming.

Order of the United States Fuel Administrator of Oct. 1, 1917, Effective 7 a. m., Oct. 1, 1917, Fixing Prices at the Mine for Coal Mined in the State of Wyoming.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Wyoming:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the State of Wyoming shall be sold at

the following prices to wit: Run of mine, \$2.50 per ton, prepared sizes, \$2.75 per ton, and slack or screenings, \$2.25 per ton; and an application having heretofore been made to the Fuel Administrator for a revision of the said prices applicable to the said coal mined in the State of Wyoming, and the said application having been duly considered by the Fuel Administrator;

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises the above mentioned prices for coal mined in the State of Wyoming be and the same hereby are modified, pending further investigation, in the following particulars and in no other: Coal mined in the State of Wyoming may be sold at prices not to exceed, for run of mine, \$2.50 per ton, prepared sizes, \$3.50 per ton, and slack or screenings, \$1.25 per ton.

These prices shall become effective at 7 a. m., October 1, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., *October 1, 1917.*

Order of the United States Fuel Administrator of March 7, 1918, Effective 7 a. m., March 11, 1918, Fixing Prices at the Mine for Coal Mined in the States of Montana, Wyoming and Utah.

To all persons, firms and corporations engaged in the mining and production of coal in the States of Montana, Wyoming and Utah:

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food Law, ordered and directed that coal mined in the States of Montana, Wyoming and Utah should be sold at the prices named in said order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to coal mined in said States;

And the United States Fuel Administrator, after due consideration of said applications for revision of prices, having ordered and directed that coal mined in the State of Montana should be sold at the following prices, to wit; run of mine, \$2.70 per ton, prepared sizes, \$3.60 per ton, and slack or screenings, \$1.50 per ton, and that coal mined in the State of Wyoming should be sold at the following prices, to wit: run of mine, \$2.50 per ton, prepared sizes, \$3.50 per ton, and slack or screenings, \$1.25 per ton;

Now, the United States Fuel Administrator, after further consideration of the said applications for revision of prices, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said Order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coal mined in the States of Montana, Wyoming, and Utah may be sold at prices not to exceed, for run of mine, \$2.65 per ton, prepared sizes, \$3.30 per ton, slack or screenings, \$1.50 per ton.

This order to become effective at 7 a. m., March 11, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *March 7, 1918.*

*Announcement of the United States Fuel Administrator Relative to Mine Prices of Sub-bituminous Coal Mined in Wyoming.*¹

The United States Fuel Administrator announces further classifications and prices of sub-bituminous coal at the mine in the following State:

These prices do not include the 45-cent allowance for wage increase under the President's order of October 27, 1917.

State.	Not to be sold in excess of following prices.			Date when effective.
	Run of mine.	Prepared sizes.	Slack or screenings.	
Wyoming:				7 a. m.
Sub-bituminous—				Mar. 23, 1918
Egg run.....		\$2.15		Mar. 23, 1918
Nut run.....		2.00		

Section 2.—Orders of General Application to Mine Prices of Bituminous Coal.

*Executive Order of the President of the United States of Oct. 27, 1917, Effective 7 a. m., Oct. 29, 1917, Issued as Publication No. 2-A of United States Fuel Administration, Increasing, Subject to Conditions Stated in the Order, Prices at the Mine for Bituminous Coal by the Addition of 45 Cents per Ton.*²

THE WHITE HOUSE,
Washington, D. C., 27 October, 1917.

The scale of prices prescribed 21 August, 1917, by the President of the United States for bituminous coal at the mine, as adjusted and modified, by order of the United States Fuel Administrator, to meet exceptional conditions in certain localities, is hereby amended by adding the sum of 45 cents to each of the prices so prescribed or so adjusted and modified, subject, however, to the following express exceptions:

(1) This increase in prices shall not apply to any coal sold at the mine under an existing contract containing a provision for an increase in the price of coal thereunder in case of an increase in wages paid to miners.

(2) This increase in prices shall not apply in any district in which the operators and miners fail to agree upon a penalty provision, satisfactory to the Fuel Administrator, for the automatic collection of fines in the spirit of the agreement entered into between the operators and miners at Washington, October 6, 1917.

This order shall become effective at 7 a. m. on October 29, 1917.

WOODROW WILSON.

¹ These prices were fixed by order of the Federal Fuel Administrator for Wyoming. The original order cannot now be found.

² On January 25, 1918, the following formal ruling interpreting the President's Order of Oct. 27, 1917, was issued by the United States Fuel Administration.

"On October 26, 1917, the United States Fuel Administrator H. A. Garfield, wrote a letter to the President of the United States in reference to a proposed increase in wages of mine workers in bituminous fields. On October 27, 1917, the President of the United States issued an order granting an increase amounting to 45 cents per ton in such wages.

"It has now been brought to the attention of the Fuel Administrator that consumers having contracts for the purchase of coal, made before August 21, 1917, at prices below the President's prices, have been notified that this letter and this order put upon them the obligation to add to the price named in such contracts, the 45 cents increase specified in this order of the President, although the contracts contained no provision for a variation in price to correspond with changes in wage scale. This is not correct. Neither this Executive Order nor Mr. Garfield's letter in any degree lessens or affects the obligation of the vendor named in the contracts which contain no such clause, to make deliveries under these contracts at the price named therein."

Regulation of the United States Fuel Administrator of Oct. 31, 1917, Stating the Conditions of Compliance with the second Express Exception of the President's Order of Oct. 27, 1917, Increasing Prices of Bituminous Coal at the Mine 45 Cents per Ton.

The United States Fuel Administrator announces that in carrying out the terms of the President's order of October 27, 1917, permitting an increase of prices theretofore fixed for the sale of bituminous coal, he will accept as satisfactory in cases where conditions do not render an agreement possible the following as a substantial compliance with the second express exception of the President's order: The posting of a notice at the usual place for posting notices to employees, containing the following announcements:

1. An increase of wages effective November 1, 1917, and continuing through the period of the war, but not exceeding two years from April 1, 1918, substantially as provided in the Washington agreement of October 6, 1917.

2. The United States Fuel Administrator has directed that if any mine worker or group of mine workers in any way interrupts the operation of the mine or causes a strike, the operator shall deduct from the earnings of each employee, except those who continue at work, the sum of \$1 per day for each day or fraction thereof that such mine worker fails to report for work.

All questions arising under the foregoing provision are subject to review by the United States Fuel Administrator.

3. If a mine is closed or the men locked out by an operator, without just cause, the United States Fuel Administrator will impose upon and collect from such operator a fine at the rate of \$1 per day for each mine worker affected.

All fines imposed under this order shall be paid to the American Red Cross through the United States Fuel Administrator.

4. Every mine operator shall file with the United States Fuel Administrator regular reports, on prescribed forms, giving him such information as will enable him to enforce the foregoing order.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., October 31, 1917.

Order of the United States Fuel Administrator of Feb. 6, 1918, Directing that the Terms of the President's Order of Oct. 27, 1917, shall Not Apply to Coal Mining Operations in Alabama.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Alabama:

An agreement having been reached by the Mine Operators of the State of Alabama and the Mine Workers of Alabama, whereby a scale of wages for miners has been fixed which is satisfactory to both the operators' and the miners' committees, and the same having been approved by the United States Fuel Administrator; and it having been further mutually agreed between the Mine Operators of the State of Alabama and the Mine Workers of Alabama that the above wage agreement modifies the Washington Wage Agreement of October 6, 1917, in so far as the operators and miners of the State of Alabama are concerned;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the terms of the Washington Wage Agreement of October 6, 1917, and of the orders of the President and the United States Fuel Administrator of October 27, 1917, allowing 45 cents to be added, until further notice, to the

selling prices established by the President, shall not apply to any coal mining operations whatsoever in the State of Alabama.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., February 6, 1918.

Order of the United States Fuel Administrator of April 29, 1918, Effective 7 a. m., May 15, 1918, Revoking and Cancelling Order of Feb. 6, 1918, and Permitting Addition of 45 Cents per Ton by certain Alabama Operators.

An agreement bearing date April 20, 1918, having been entered into between a committee representing the mine operators of the State of Alabama and a committee representing the mine workers of said state, whereby a scale of wages for mine workers in the State of Alabama has been fixed, to become effective May 15, 1918, which agreement contains a penalty provision, satisfactory to the United States Fuel Administrator, for the automatic collection of fines, in the spirit of the agreement entered into between the operators and miners at Washington, dated October 6, 1917,

The United States Fuel Administrator, acting under the authority of the Executive Order of the President of the United States dated August 23, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purposes of said orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order heretofore made by said United States Fuel Administrator bearing date February 6, 1918, which provided that the Executive Order of the President dated October 27, 1917, allowing the addition of 45¢ to the applicable Government mine price of bituminous coal, should not apply to any coal mined in the State of Alabama, be and the same hereby is in all respects revoked and canceled as of the fifteenth day of May, 1918.

And hereby further orders and directs that all operators in the State of Alabama who have put into effect the scale of wages provided for in the aforesaid agreement dated April 20, 1918, between the committee representing the Alabama operators and the committee representing the Alabama mine workers, may add 45¢ per net ton to the applicable Government mine price at date of shipment on all coal shipped by such operators on and after 7 a. m., May 15, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., April 29, 1918.

Order of the United States Fuel Administrator of May 24, 1918, Effective 7 a. m., May 25, 1918, Issued as Publication No. 26 of the United States Fuel Administration, Reducing Prices of Bituminous Coal at the Mine in all Producing Districts Ten cents per Ton.¹

WASHINGTON, D. C., May 24, 1918.

The President of the United States, having heretofore by Executive Order, dated 21 August, 1917, under authority of an Act of Congress known as the "Food and Fuel Control Act" and approved August 10, 1917, fixed the prices for the sale of bituminous coal f. o. b. mines in the coal-producing districts set forth in said Executive Order and,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said

¹ On May 25, 1918, the effective date of the 10¢ reduction order, the following ruling construing the order was issued:

"The effect of the Order making a reduction of ten cents per net ton from the mine price on all bituminous coal shipped after 7 a. m., May 25, 1918, is that no one shall ask, demand, or receive, more than the applicable Government mine price thus reduced, for any coal shipped after 7 a. m., May 25, 1918, unless the same was shipped pursuant to a bona fide contract enforceable at law entered into prior to August 21, 1917. Contracts made between August 21, 1917, and December 29, 1917, do not authorize any exception to the above. Contracts made after December 29, 1917, must, under the provisions of the Order dated December 24, 1917, contained in Publication No. 16, provide that all shipments thereunder shall be at the applicable Government mine price at date of shipment."

Administrator and of subsequent Executive Orders and in furtherance of said Orders and of said Act of Congress approved August 10, 1917, having after due consideration from time to time revised some or all of the prices fixed in said Executive Order of the President, dated 21 August, 1917, and having also fixed the prices for bituminous coal f. o. b. mines in certain coal-producing districts for which prices were not fixed in said last mentioned Executive Order,

The United States Fuel Administrator, acting under authority of said Executive Order of the President, dated 23 August, 1917, appointing said Administrator and of subsequent Executive Orders and in furtherance of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that all prices for bituminous coal f. o. b. mines in the coal-producing districts throughout the United States fixed by the said Executive Order of the President, dated 21 August, 1917, and subsequent Orders of the United States Fuel Administrator and in effect at 7 a. m., on the 25th day of May, 1918, shall be and the same hereby are reduced as to all shipments made after 7 a. m., on the 25th day of May, 1918, by the sum of ten cents for each net ton of 2,000 pounds.

This Order shall in no way affect the increase contained in the Executive Order of the President, dated 27 October, 1917, adding the sum of forty-five cents to the prices fixed for bituminous coal under the terms and provisions set forth in said last mentioned Order.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 3, 1918, Effective July 5, 1918, Fixing the Price of Modified Mine Run Coal.

The President of the United States having by Executive Order dated 21 August, 1917, fixed the prices at which bituminous coal produced in the United States should be sold after that date, and said order not having specifically fixed the price at which that kind of bituminous coal known as "modified mine run" coal, which is run of the mine from which a certain portion of lump has been screened, should be sold, and it being desirable that prices of such "modified mine run" bituminous coal should be fixed,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation effective July 5, 1918, until further or other order and subject to modification hereafter from time to time and at any time

REGULATION FIXING THE PRICE OF MODIFIED MINE RUN COAL.

The prices of "modified mine run" coal shipped on and after the effective date of this regulation are hereby fixed f. o. b. cars at the mine per net ton, at not to exceed the applicable government mine prices for screenings at the mine where such "modified mine run" coal is produced plus the following percentages of the margin or difference between the applicable government mine prices for mine run and screenings at such mines, viz:

Run of mine passed through 2-inch openings, 40% of such margin.

Run of mine passed through 3-inch openings, 75% of such margin.

Run of mine passed through 4-inch openings, 90% of such margin.

Run of mine passed through 5-inch openings, 95% of such margin.

Run of mine passed through 6-inch or larger openings shall take the applicable government price for run of mine.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., July 3, 1918.

Regulation of the United States Fuel Administrator of July 31, 1918, Effective Aug. 1, 1918, Fixing the Prices of Sized Screenings.

The United States Fuel Administrator having by a Regulation promulgated May 27, 1918, and contained in Publication No. 25, defined the term "slack or screenings" and "prepared sizes" as used in the Executive Order of the President dated August 21, 1917, and in the Orders of the United States Fuel Administrator fixing the prices for bituminous coal, and it having been provided in Section 4 of such Regulation that the United States Fuel Administrator upon application from producers and consumers in any district might establish prices for any special sizes different from those defined in said Regulation, or for any mixture of sizes required for the proper distribution of coal from such district, and application having been made from producers and consumers in various districts of the United States for the establishment of prices for special sizes of bituminous coal passing over one-half inch or larger mesh and over one-quarter inch and under one-half inch mesh, and it having been determined by said United States Fuel Administrator that the establishment of prices for such special sizes and for the resultant screenings whether sold separately or mixed with other coal is required for the proper distribution of coal throughout the various districts of the United States,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation effective August 1, 1918, until further or other order and subject to modification hereafter from time to time and at any time,

REGULATION FIXING THE PRICES OF SIZED SCREENINGS.

The prices of sized screenings shipped on and after the effective date of this regulation are hereby fixed f. o. b. cars at the mine per net ton as follows:

1. For all special sizes passing over a mesh over one-half inch in size, the applicable Government mine price for prepared coal at the mine where such screenings are produced.

2. For all special sizes passing over a mesh over one-quarter inch and under one-half inch in size, the applicable Government mine price for run of mine coal at the mine where such special sizes are produced.

3. For all fine sizes from sized coal passing through a mesh one-half inch or smaller in size, the applicable Government mine price for standard screenings at the mine where such fine screenings are produced, less 30¢ per net ton.

4. If fine screenings or "carbon" passing through one-half inch or smaller mesh as the result of producing special sized screenings are mixed with other coal, whether the same be mine run, prepared or standard screenings, the selling price of the mixture shall not exceed the applicable Government mine price for standard screenings at the mine where such mixture is produced, less 30¢ per net ton.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *July 31, 1918.*

TITLE II.

MINE PRICES OF ANTHRACITE COAL.

Section 1.—Orders Specifically Fixing Prices of Anthracite Coal at the Mine.

*Executive order of the President of the United States of Aug. 23, 1917, Effective Sept. 1, 1917, Issued as Publication No. 3 of the United States Fuel Administration, Fixing Prices for Anthracite Coal at the Mine.*¹

The following regulations shall apply to the intrastate, interstate, and foreign commerce of the United States, and the prices and margins referred to herein shall be in force pending further investigation or determination thereof by the President.

* * * * *

4. Effective September 1, 1917, the maximum prices per ton of 2,240 pounds free on board cars at the mines for the grades and sizes of anthracite coal hereinafter specified shall not exceed the prices indicated in paragraph 5 when such coal is produced and sold by the Philadelphia & Reading Coal & Iron Co., Lehigh Coal & Navigation Co., Lehigh & Wilkes-Barre Coal Co., Hudson Coal Co., Delaware & Hudson Co., Scranton Coal Co., Lehigh Valley Coal Co., Coxe Bros. & Co., Pennsylvania Coal Co., Hillside Coal & Iron Co., Delaware Lackawanna & Western Railroad Co., Delaware, Lackawanna & Western Coal Co., Susquehanna Coal Co., Susquehanna Collieries Co., Lytle Coal Co., or the M. A. Hanna Coal Co.

5. The grades and sizes for which the maximum prices are specified are as follows: White ash anthracite coal of the grade that between January 1, 1915, and January 1, 1917, was uniformly sold and recognized in the coal trade as coal of White ash grade; Red ash anthracite coal of the grade that between January 1, 1915, and January 1, 1917, was uniformly sold and recognized in the trade as coal of Red ash grade; and Lykens Valley anthracite coal that is mined exclusively from the Lykens Valley seams and of the grade that between January 1, 1915, and January 1, 1917, was uniformly sold and recognized in the coal trade as coal of Lykens Valley grade.

White-ash grade:

Broken.....	\$4.55
Egg.....	4.45
Stove.....	4.70
Chestnut.....	4.80
Pea.....	4.00

Red-ash grade:

Broken.....	4.75
Egg.....	4.65
Stove.....	4.90
Chestnut.....	4.90
Pea.....	4.10

Lykens Valley grade:

Broken.....	5.00
Egg.....	4.90
Stove.....	5.30
Chestnut.....	5.30
Pea.....	4.35

¹ The omitted portion of the above Executive order, being Paragraphs 1 to 3 thereof, deals with jobbers' margins which will be found *infra* Chapter III, Title IX, Section 1.

6. Producers of anthracite coal who are not specified in paragraph 4 shall not sell the various grades and sizes of anthracite coal at prices that exceed by more than 75 cents per ton of 2,240 pounds free on board cars at the mines the prices enumerated in paragraph 5: Provided, That any producer of anthracite coal who incurs the expense of rescreening it at Atlantic or Lake ports for transshipment by water may increase the price thereof by not more than 5 cents per ton of 2,240 pounds.

7. Producers of anthracite coal specified in paragraph 4 of these regulations shall not sell anthracite coal to producers of anthracite coal not specified in paragraph 4.

8. Dealers and selling agents shall not sell coal produced by the producers included in paragraph 4 on the basis of the prices fixed at the mine for coal produced by producers not specified in said paragraph.

WOODROW WILSON.

THE WHITE HOUSE, August 23, 1917.

Order of the United States Fuel Administrator of Oct. 1, 1917, Effective 7 a. m., Oct. 1, 1917, Issued as Publication No. 4, of the United States Fuel Administration, Fixing Prices at the Mine for Pennsylvania Anthracite Pea Coal.

To all persons, firms, and corporations engaged in the mining and production of coal in the State of Pennsylvania:

The President of the United States having heretofore, on or about the 23d day of August, 1917, by virtue of the provisions of an act of Congress approved August 10, 1917, entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," ordered and directed that the maximum prices which should not be exceeded in the sale of Pennsylvania anthracite pea coal should be as follows, to wit: White ash pea coal, \$4 per ton; red ash pea coal, \$4.10 per ton; and Lykens Valley, \$4.35 per ton, when sold by certain producers specified in paragraph 4 of the President's proclamation of August 23, 1917, and that when sold by any other producers the maximum price should not exceed by more than 75 cents the prices mentioned above;

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that, until further order in the premises, the above-mentioned maximum prices for Pennsylvania anthracite pea coal be, and the same hereby are, modified and reduced, pending further investigation, to the following maximum prices: White ash pea coal, \$3.40 per ton; red ash pea coal, \$3.50 per ton; and Lykens Valley, \$3.75 per ton; which said prices are to be observed by the producers specified in paragraph 4 of the President's proclamation of August 23, 1917.

And it is further ordered that all other producers shall sell Pennsylvania anthracite pea coal at maximum prices not to exceed the above-mentioned maximum prices by more than 75 cents per ton of 2,240 pounds.

These prices shall become effective at 7 a. m., October 1, 1917.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., 1 October, 1917.

Order of H. C. Couch, Federal Fuel Administrator for Arkansas, of Jan. 1, 1918, Effective 7 a. m., Jan. 5, 1918, Fixing Prices at the Mine for Anthracite Coal Mined from the Bernice Mines, Russellville, Arkansas, and the Spadra Mines, Spadra, Arkansas.

The United States Fuel Administrator for Arkansas, by authority, and under the direction of the Fuel Administrator at Washington, hereby announces prices per ton free, on board cars, for Anthracite Coal at the Bernice Mines, Russellville, and Spadra Mines of Arkansas, as shown in the following schedule:

These prices effective 7 a. m., January 5th, 1918.

Coal mined in—	Not to be sold in excess of following prices.						
	Grate.	Egg.	Stove.	No. 4 nut.	Pea.	Buck- wheat.	Slack.
Bernice Mines, Russellville, Ark.....	\$7.30	\$7.55	\$8.30	\$8.30	\$6.30	\$2.85	\$2.50
Spadra Mines, Spadra, Ark.....	6.80	6.80	.....	7.30	4.80	.....	2.50

These prices for prepared sizes are subject to a reduction of 90 cents for April; 75 cents for May; 60 cents for June; 45 cents for July; 30 cents for August and 15 cents for September.

For buying and selling Anthracite Coal, Jobbers shall not add to above prices a gross margin in excess of 30 cents per ton.

H. C. COUCH,
United States Fuel Administrator for Arkansas.

JANUARY 1, 1918.

Order of the United States Fuel Administrator of May 13, 1918, Effective 7 a. m., May 15, 1918, Fixing Prices at the Mine for Anthracite Coal Mined from the Bernice Mines, Russellville, Arkansas, and the Spadra Mines, Spadra, Arkansas.

To all persons, firms and corporations engaged in the mining and production of coal in the State of Arkansas:

The United States Fuel Administrator for the State of Arkansas, one H. C. Couch; having heretofore, on or about the 5th day of January, 1918, by authority and under the direction of the United States Fuel Administrator of Washington, ordered and directed that the anthracite coal mined in the Bernice Mines, Russellville, and Spadra Mines in the State of Arkansas should be sold at prices not to exceed the following, viz:

Coal mined in—	Grate.	Egg.	Stove.	No. 4 nut.	Pea.	Buck- wheat.	Slack.
Bernice Mines, Russellville, Ark.....	\$7.30	\$7.55	\$8.30	\$8.30	\$6.30	\$2.85	\$2.50
Spadra Mines, Spadra, Ark.....	6.80	6.80	.....	7.30	4.80	.....	2.50

And various applications having been made thereafter to the United States Fuel Administrator for a revision of such prices;

And the United States Fuel Administrator, after due consideration of the said applications for revision of prices applicable to all anthracite mined in the Bernice and Spadra mines in the State of Arkansas, and acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of other executive orders, and in furtherance of the purpose of said orders and of the Act of Congress known as the Food Law therein referred to and approved August 10, 1917,

Hereby orders and directs that anthracite coal mined in the Bernice Mines, Russellville, and Spadra Mines in the State of Arkansas may be sold at prices not to exceed the following, viz:

Coal mined in—	Grate.	Egg.	Stove.	No. 4 nut.	Pea.	Buckwheat.	Slack.
Bernice Mines, Russellville, Ark.....	\$7.75	\$8.00	\$8.75	\$8.75	\$6.75	\$2.85	\$2.50
Spadra Mines, Spadra, Ark.....	7.25	7.25	.....	7.75	5.25	.....	2.50

This order to become effective at 7 a. m., May 15, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., May 13, 1918.

Order of the United States Fuel Administrator of July 10, 1918, Effective 7 a. m., July 10, 1918, Fixing Prices at the Mine for Anthracite Coal Mined at the Bernice and Spadra Mines, in the State of Arkansas.

WASHINGTON, D. C., July 10, 1918.

Applications having been made to the United States Fuel Administrator for a revision of the prices of anthracite coal mined in the Bernice and Spadra mines, in the State of Arkansas, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that anthracite coal mined in the Bernice mines in the State of Arkansas may be sold at prices f. o. b. cars at the mine not to exceed \$8.75 per net ton for grate, \$9.00 per net ton for egg, \$9.75 per net ton for stove, \$9.75 per net ton for #4 nut, \$6.75 per net ton for pea, \$4.75 per net ton for buckwheat, \$2.50 per net ton for slack,

And hereby further orders and directs that anthracite coal mined in the Spadra mines, in the State of Arkansas, may be sold at prices f. o. b. cars at the mine not to exceed \$8.75 per net ton for grate, \$8.75 per net ton for egg, \$9.25 per net ton for #4 nut, \$5.25 per net ton for pea, \$2.50 per net ton for slack,

And hereby further orders and directs that the above prices of coal mined in both the Bernice and Spadra mines shall be subject to the following monthly summer reductions: 90¢ for the month of April, 75¢ for the month of May, 60¢ for the month of June, 45¢ for the month of July, 30¢ for the month of August, 15¢ for the month of September. Such summer reductions do not, however, apply to the price of slack coal.

This order to become effective at 7 a. m., July 10, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 20, 1918, Effective 7 a. m., July 22, 1918, Fixing Prices at the Mine for Anthracite Coal Mined in the State of Virginia.

The United States Fuel Administrator acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that anthracite coal mined in the State of Virginia may be sold at prices f. o. b. cars at the mine not to exceed \$5.40 per net ton for egg, \$5.75 per net ton for stove, \$5.75 per net ton for nut, \$4.60 per net ton for pea, \$1.55 per net ton for buckwheat, \$0.90 per ton for culm, \$5.30 per net ton for briquettes,

And hereby further orders and directs that the above prices shall be subject to a summer reduction of 30c per net ton, from April 1 to August 31, inclusive.

This order to become effective at 7 a. m., July 22, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *July 20, 1918.*

Order of the United States Fuel Administrator of Aug. 28, 1918, Effective 7 a. m., Aug. 29, 1918, Fixing Prices at the Mine for Anthracite Coal Mined in the State of Virginia.

WASHINGTON, D. C., *August 28, 1918.*

Applications having been made to the United States Fuel Administrator for a further revision of the prices as to anthracite coal mined in the State of Virginia, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that anthracite coal mined in the State of Virginia may be sold at prices f. o. b. cars at the mine not to exceed \$5.40 per net ton for egg, \$5.75 per net ton for stove, \$5.75 per net ton for nut, \$5.30 per net ton for briquettes, and \$4.60 per net ton for pea and smaller sizes,

And hereby further orders and directs that the above prices shall be subject to a summer reduction of 30c per net ton, from April 1 to August 31, inclusive.

This order to become effective at 7 a. m., August 29, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 15, 1918, Effective 7 a. m., Nov. 16, 1918, Fixing Prices at the Mine for the Different Sizes of Anthracite Coal smaller than "pea" Size. *

WASHINGTON, D. C., *November 15, 1918.*

The President of the United States having by Executive Order dated 23 August, 1917, fixed the prices at which anthracite coal produced in the United States should be sold after that date, and the United States Fuel Administrator having by subsequent orders revised and modified said prices, and said orders of the President and the United States Fuel Administrator not having specifically fixed the price at which those sizes of anthracite coal below and smaller than the size commonly specified as "pea" size should be sold,

The United States Fuel Administration, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs

1. That on and after the effective date of this order the maximum prices for the different sizes of anthracite coal below and smaller than the size commonly known as "pea" size, f. o. b. mines, shall not be in excess of the maximum prices established and in force, on the effective date of this order, by Executive Orders of the President and orders of the United States Fuel Administrator, for that size of anthra-

cite coal commonly known as "pea" size, less fifty cents (50¢) per gross ton of 2,240 pounds.

2. That this order shall become effective at 7 a. m., on the 16th day of November, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Section 2.—Orders of General Application to Mine Prices of Anthracite Coal.

Executive order of the President of the United States of Nov. 28, 1917, Effective 7 a. m., Dec. 1, 1918, Increasing Prices at the Mine for Anthracite Coal by the Addition of 35 Cents per Ton.

THE WHITE HOUSE,
Washington, D. C., 28 November, 1917.

The scale of prices prescribed August 23, 1917, by the President of the United States for anthracite coal at the mines, adjusted as to pea coal October 1, 1917, by order of the United States Fuel Administrator, is hereby amended by adding the sum of 35 cents to each of the prices so prescribed or adjusted; provided, however, that this increase in prices shall not apply to any coal sold at the mines under an existing contract containing a provision for an increase in the price of coal thereunder, in case of an increase of wages paid to miners.

This order shall become effective at 7 a. m., on December 1, 1917.

WOODROW WILSON.

Order of the United States Fuel Administrator of Nov. 7, 1918, Increasing as of Nov. 1, 1918, all Mine Prices of Anthracite Coal by the Addition of \$1.05 per ton.

WASHINGTON, D. C., November 7, 1918.

The President of the United States having heretofore by Executive Order dated 23 August, 1917, under authority of an Act of Congress known as the "Food and Fuel Control Act," approved August 10, 1917, fixed the maximum prices per ton of 2,240 pounds f. o. b. cars at the mines for the various grades and sizes of anthracite coal mined and produced in the anthracite coal-producing districts in the State of Pennsylvania, as set forth in said Executive Order, and

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of said Act of Congress approved August 10, 1918, having after due consideration by an order effective October 1, 1917, at 7 a. m., modified and reduced the maximum prices for that size and grade of anthracite coal known as anthracite "pea" coal as fixed by said Executive Order of the President dated 23 August, 1917, and

It appearing to the United States Fuel Administrator that the scale of wages paid to the miners by the producers in the anthracite coal-producing districts in the State of Pennsylvania was on November 1, 1918, increased, and thereby the cost of mining and producing such anthracite coal was increased,

The United States Fuel Administration hereby orders and directs that all prices for the different sizes and grades of anthracite coal f. o. b. mines in the anthracite coal-producing districts in the State of Pennsylvania as specified and fixed by the said Executive Order of the President dated 23 August, 1917, and the order of the United States Fuel Administrator effective October 1, 1917, at 7 a. m., and the order of the United State Fuel Administrator effective December 1, 1917, adding the sum of thirty-five cents (\$0.35) per gross ton of 2,240 pounds to such prices, shall be and the same hereby are increased by the sum of one dollar and five cents (\$1.05)

for each gross ton of 2,240 pounds as to all such anthracite coal mined and produced on and after November 1, 1918.

No producer, distributor, or retail dealer shall include in or add to the prices asked, demanded, or received for any of the sizes and grades of anthracite coal hereinabove specified, shipped, and delivered after November 1, 1918, said additional sum of one dollar and five cents (\$1.05) per each gross ton of 2,240 pounds of such anthracite coal, unless the producer of such anthracite coal actually paid the said increased scale of wages to the miners of such coal effective on and after November 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

TITLE III.

REVISION OF MINE PRICES AND PROCEDURE THEREFOR.

Statement of the United States Fuel Administrator of Sept. 6, 1917, Issued as Paragraphs 2 and 3 of Publication No. 5 of the United States Fuel Administration in regard to Revision of Mine Prices and Applications therefor.

SEPTEMBER 6, 1917.

* * * * *

2. The prices fixed are provisional. They will stand unless changed by order of the President for good cause shown. The Fuel Administration will examine all applications for revision of prices accompanied by cost statements presented in writing. These statements should be verified and cover at least the year 1916 as a whole, and 1917 by months. Form cost sheets for this purpose will be supplied upon application to the Federal Trade Commission or the Fuel Administration.

If further explanation is needed the Fuel Administration will ask complainants to appear in person.

It is not proposed to require efficiently operated mines to produce coal at a loss, but the burden rests upon applicants to show that the prices fixed in particular cases are unfair.

3. It will greatly expedite the work of the Fuel Administrator if associations, whether of operators, miners, or industries affected, would postpone the holding of meetings for the appointment of committees to confer with the Fuel Administrator, or for the purpose of taking action concerning prices and wages until he has had opportunity to select his advisors and hear from those who believe themselves likely to be adversely affected. Prompt attention will be given to all communications.

* * * * *

H. A. GARFIELD,
United States Fuel Administrator.

Rules of Procedure Announced Jointly by the United States Fuel Administrator and the Federal Trade Commission, on Dec. 6, 1917, to be Followed by Applicants for a Revision of Mine Prices or Change of Territorial Classification.

The following instructions must be strictly complied with by producers desiring a revision of prices or change of classification already established, as complete evidence must be on file with the U. S. Fuel Administration before a petition will be considered.

1. Procure from the Federal Trade Commission or the U. S. Fuel Administration, Washington, D. C., specially prepared uniform cost sheets and instructions.

2. Fill out in detail one report, giving figures and information required, combining operating results for the entire year 1916.

3. Fill out separate reports for the month of January, 1917, and for each subsequent month up to the time of making application, following the same procedure in detail.

4. Attach to these reports a written statement properly attested, giving the petitioner's reason for belief that a revision of price is justified.

5. Send the combined documents thus prepared to the Federal Trade Commission, Washington, D. C., who will make a preliminary investigation and report to the U. S. Fuel Administration.

6. When a change of classification in territory is desired, in addition to the above information, the applicant should file with the Fuel Administration an attested statement of facts which is believed to constitute sufficient reason for granting the request.

7. When application for relief has been properly perfected, it will be given an order number, filed, and will receive consideration in accordance with this order. A decision will be rendered as quickly after filing as possible. To simplify matters, applications should be made to cover entire fields wherever possible, in preference to single operations in that field.

8. When operators or Operators' Associations desire to appear, personally or by committee, for the purpose of presenting their case or to furnish additional information bearing on their petition, a request for a hearing must be made in advance to the U. S. Fuel Administration. A hearing may be expected after sufficient time has elapsed for the Federal Trade Commission and the U. S. Fuel Administration to make a complete examination of the case as submitted.

9. Whenever a temporary or preliminary price has been named by the Fuel Administration, investigations will be made at the mines as soon as possible for the purpose of determining exact conditions in the region, and also for the purpose of checking the books of those operators who have applied for a change of price.

H. A. GARFIELD,

United States Fuel Administrator.

FEDERAL TRADE COMMISSION,

By L. L. BRACKEN, *Secretary.*

WASHINGTON, D. C., December 6, 1917.

Rules of Procedure Announced by the Production Department of the United States Fuel Administration on April 11, 1918, to be Followed by Applicants for a Revision of Mine Prices or Change of Territorial Classification.

The following regulations must be strictly complied with by producers desiring a revision of maximum mine prices or change of classification already established.

1. Procure from the Federal Trade Commission, Washington, D. C., specially prepared uniform cost sheets (Form C-1) and instructions.

2. Fill out in detail one report, giving figures and information required, combining operating results for the months April to July, 1917, incl.

3. Fill out separate reports for the month of August, 1917, and for each subsequent month up to the time of making application, following the same procedure in detail. (This section may be omitted if similar cost sheets have already been filed with the Federal Trade Commission.)

4. Attach to these reports (Sections 2 & 3) a written statement properly attested, giving the petitioner's reason for belief that a revision of price is justified, and send the combined documents thus prepared to the U. S. Fuel Administration, Production Department, Washington, D. C.

5. When a change of classification in territory is desired, in addition to the above information, the applicant should file with the Fuel Administration an attested statement of facts which is believed to constitute sufficient reason for granting the request.

6. When application for relief has been properly perfected, it will be given an order number, filed, and will receive consideration in accordance with this order. A decision will be rendered as quickly after filing as possible. Applications should be made to cover entire fields wherever possible.

7. In the event that a new schedule of prices is established for a district or field, no petition for a general revision of prices in that district or field will be considered by the Fuel Administration for a period of at least ninety days after the date on which the new schedule became effective.

8. Individual operators who are unable to produce coal at a profit under the schedule of mine prices established for a given district or field, may petition through the Fuel Administration for a special selling price, by complying with the above rules, and in addition filing with the United States Fuel Administration a statement signed by the majority of operators or operators producing the majority of the tonnage in the district in which the mine affected is located, to the effect that the petitioner is mining under physical conditions peculiar to his mine, which do not pertain to other mines in the district, and which makes his cost of mining necessarily higher than other mines in the district. (It is expressly understood that this requirement shall in no way preclude the right of an individual operator or operators' association to petition for higher selling prices if subsequent developments in mining conditions warrant the belief that a further revision is necessary.)

9. When operators or Operators' Associations desire to appear, personally or by committee, for the purpose of presenting their case or to furnish information bearing on their petition, a request for a hearing must be made in advance to the U. S. Fuel Administration. A hearing may be expected after sufficient time has elapsed for the Federal Trade Commission and the U. S. Fuel Administration to make a complete examination of the case submitted.

U. S. FUEL ADMINISTRATION,
Production Department.

WASHINGTON, D. C., *April 11, 1918.*

TITLE IV.

SPECIAL PRICES, PREMIUMS, AND CHARGES.

Section 1.—Orders Relating to Prices of Smithing Coal.¹

*Order of the United States Fuel Administrator of Oct. 1, 1917, Directing that Smithing Coal May Be Sold at the Prevailing Market Price at the Time of Sale.*²

1 The President of the United States having on the 21st day of August, 1917, ordered and directed that bituminous coal produced in the United States should, after that date, be sold at certain prices set forth in said order, and the said order not having specifically fixed the price at which the form of coal known as cannel coal and smithing coal may be sold;

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that coal specially prepared for use in smithing, and sold for that purpose and for no other, pending further investigation and until further order in the premises, may be sold at the market price prevailing at the time of the sale.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., *October 1, 1917.*

Regulation of the United States Fuel Administrator of Oct. 6, 1917, Being Paragraph 18 of Publication No. 9, of the United States Fuel Administration Permitting the Sale of Smithing Coal at the prevailing Market Price at the Time of Sale.

WASHINGTON, D. C., *6 October, 1917.*

The following orders, rulings, and regulations relating to coal prices and governing the sale, shipment, and distribution of coal are promulgated by the United States

¹ See p. 59 for smithing coal price for Yolands Coal & Coke Co.

² The above order was announced in the last paragraph of Section 2 of Publication 4 of the United States Fuel Administrator of October 1, 1917.

Fuel Administrator on behalf of the President under the authority of the act of Congress approved August 10, 1917, entitled "An Act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," and an Executive order of the President dated August 23, 1917, appointing said Fuel Administrator.

18. Until further action of the Fuel Administrator smithing coal, when used for smithing purposes only, may be sold at the market prices prevailing at the time of the sale.

H. A. GARFIELD,
Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 14, 1918, Effective 7 a. m., Feb. 15, 1918, Repealing the Order of Oct. 1, 1917, and Fixing Prices for Smithing Coal.

The regulation of the Fuel Administrator, dated October 1, 1917, relating to smithing coal, and reading as follows:

"The President of the United States having on the 21st day of August, 1917, ordered and directed that bituminous coal produced in the United States should, after that date, be sold at certain prices set forth in said order, and the said order not having specifically fixed the price at which the form of coal known as cannel coal and smithing coal may be sold;

"Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that coal specially prepared for use in smithing, and sold for that purpose and for no other, pending further investigation and until further order in the premises, may be sold at the market prices prevailing at the time of the sale" is hereby repealed, and hereafter all smithing coal must be sold at the going government price for prepared sizes of bituminous coal applicable to the mine producing such coal.

This regulation to become effective at 7 a. m., February 15, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., February 14, 1918.

Order of the United States Fuel Administrator of April 6, 1918, Permitting, upon Satisfactory Showing Made, the Completion, at the Contract Price, of Contracts for the Sale of Smithing Coal Entered into prior to Feb. 14, 1918.¹

The United States Fuel Administrator has made the following ruling relative to the effect upon contracts then existing for the sale of smithing coal of the order of February 14, 1918, fixing prices on such coal:

All contracts for the sale of smithing coal made before February 14, 1918, and which had not expired prior to said date, providing for higher prices than that fixed by the United States Fuel Administrator, are abrogated on and after said date, unless in any special case satisfactory proof is furnished that the coal covered by the contract is really smithing coal, and that the purchaser under that contract is a bona fide user of smithing coal to the extent indicated by the quantity of coal called for, and the period of time in which it was to be delivered, under the terms of the contract.

In every case of application for authority to permit such a contract to continue in force, the burden of proof is upon the applicant to satisfy the Fuel Administration of the existence of the foregoing conditions.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., April 6, 1918.

¹ It has been ruled that the above order has no application to contracts bona fide in character and enforceable at law, made prior to the Executive Order of August 21, 1917.

Order of the United States Fuel Administrator of April 25, 1918, Effective April 25, 1918, Establishing Rules and Regulations Controlling Price, Sale and Distribution of Smithing Coal.

It appearing to the United States Fuel Administrator that a further and additional regulation should be made governing the price, sale and distribution of coal to be used exclusively for smithing purposes,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, from time to time or at any time hereafter made, the following rules and regulations shall control the price, sale and distribution of smithing coal, viz:

Section I. In districts where an extra allowance is made for prepared sizes, smithing coal may, under the order of February 14, 1918, be sold at such prepared sizes price applicable at date of shipment.

Section II. In districts where no extra allowance is made for prepared sizes and the prepared sizes price is the same as the price for run of mine, producers of smithing coal who give special care and attention to the preparation of their coal by hand, without the use of special machinery, picking tables, loading booms or other mechanical devices required to obtain a permit under the Special Preparation Order of March 20, 1918 (Publication No. 20) may apply to the License Section of the Legal Division for a permit to make an additional charge of 25 cents per ton of 2,000 pounds, to cover the cost of such special preparation.

Section III. If smithing coal is washed or given special mechanical preparation application may be made to the License Section of the Legal Division under the provisions of the Special Preparation Order of March 20, 1918 (Publication No. 20) for a permit to make an additional charge to cover such washing or special preparation. If the ordinary temporary permit allowing an additional charge of 20¢ per ton is insufficient a special temporary permit granting a larger additional charge may be issued under the provision of Section II of that order. The classification of smithing coal under the order of February 14, 1918, into the prepared size class will be held to satisfy the provisions of Section IX of the Special Preparation Order that in order to obtain the additional charge therein specified the coal must first have been screened into sizes.

Section IV. If smithing coal is shipped in bags the actual cost of such bags and expense of filling bags may be added to the applicable Government mine price.

Section V. When smithing coal is loaded into box cars, an additional charge of 50¢ per ton of 2,000 pounds may be added to cover the cost of labor and material necessary to load smithing coal into box cars.

Section VI. Under the order of April 6, 1918 (Statement No. 1737) no contracts entered into after August 21, 1917, for the shipment of smithing coal at prices higher than the applicable prepared size price at date of shipment will be approved where the difference between the contract price and the applicable prepared size price at date of shipment exceeds the additional charge which the producer of such coal would be entitled to under the provisions of the Special Preparation Order of March 20, 1918, or this order. It was not intended by such order of April 6, 1918, to reverse previous rulings that all contracts entered into after August 21, 1917, for the shipment of smithing coal must be considered as being subject to prices on smithing coal which might thereafter be fixed for such coal.

Section VII. All invoices for smithing coal shipped after the effective date of this order at a price which exceeds the run of mine price applicable to the district where the coal is produced shall state thereon that the buyer in accepting the coal covenants and agrees that such coal will be used only for *bona fide* smithing coal purposes.

The above regulation promulgated and effective this 25th day of April, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *April 25, 1918.*

Order of the United States Fuel Administrator of June 18, 1918, Effective 7 a. m., June 19, 1918, Fixing Prices at the Mine for Crushed Run of Mine Smithing Coal Produced by the Sequatchie Coal Co. at its New Etna Mines, Marion County, Tennessee.

The President of the United States having heretofore, on or about the 21st day of August, 1917, by virtue of the provisions of an Act of Congress known as the Food and Fuel Control Act, approved August 10, 1917, ordered and directed that the coal mined in the State of Tennessee should be sold at the price named in said Order; and applications having been made thereafter to the United States Fuel Administrator for a revision of such prices applicable to the coal mined in said State;

And the United States Fuel Administrator after due consideration of said applications for revision of prices, having ordered and directed that bituminous coal mined in the County of Marion, in the State of Tennessee, should be sold at the following prices, to wit: run of mine, \$2.55 per ton, prepared sizes, \$2.80 per ton, slack or screenings, \$2.30 per ton;

And the company hereinafter named having applied to the United States Fuel Administrator for a further revision of such prices as to the smithing coal produced by it, and to be sold for smithing purposes only, the United States Fuel Administrator, after due consideration of such application, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that crushed run of mine smithing coal produced by the Sequatchie Coal Company at its New Etna Mines, in the County of Marion, in the State of Tennessee, may be sold for smithing purposes only at a price not to exceed \$3.80 per net ton f. o. b. cars at such mines, plus the 45¢ allowance for wage increase if said Company is entitled to add such allowance under the President's order of October 27, 1917, and plus 50¢ per net ton if loaded in box cars, and plus the actual cost of bagging as provided in the order of April 25, 1918.

This order to become effective at 7 a. m., June 19, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

By CYRUS GARNSEY, Jr.,

Assistant U. S. Fuel Administrator.

WASHINGTON, D. C., *June 18, 1918.*

Section 2.—Orders Relating to Prices of Cannel Coal.

Order of the United States Fuel Administrator of Oct. 1, 1917, Directing that Cannel Coal May Be Sold at the Prevailing Market Price at the Time of the Sale.

The President of the United States having on the 21st day of August, 1917, ordered and directed that bituminous coal produced in the United States should, after that date, be sold at certain prices set forth in said order, and the said order not having specifically fixed the price at which the form of coal known as cannel coal and smithing coal may be sold;

Now, by direction of the President of the United States, the Fuel Administrator hereby orders and directs that cannel coal, pending further investigation and until further order in the premises, may be sold at the market price prevailing at the time of the sale.

H. A. GARFIELD,
Fuel Administrator.

WASHINGTON, D. C., October 1, 1917.

Regulation of the United States Fuel Administrator of Oct. 6, 1917, Being Paragraph 19 of Publication No. 9 of the United States Fuel Administration Permitting the Sale of Cannel Coal at the prevailing Market Price at the Time of Sale.

WASHINGTON, D. C., 6 October, 1917.

The following orders, rulings, and regulations relating to coal prices and governing the sale, shipment, and distribution of coal are promulgated by the United States Fuel Administrator on behalf of the President under the authority of the act of Congress approved August 10, 1917, entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," and an Executive order of the President dated August 23, 1917, appointing said Fuel Administrator.

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19. Until further action of the Fuel Administrator cannel coal may be sold at the market prices prevailing at the time of the sale.

* * * * *

H. A. GARFIELD,
Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 21, 1918, Fixing Prices at which Mixed Bituminous and Cannel Coal may be Sold.

Where cannel and bituminous coal is mixed, the maximum price for the mixture shall be the mine price, fixed by or under authority of the President of the United States, for the bituminous coal in such mixture.

H. A. GARFIELD,
United States Fuel Administrator.

FEBRUARY 21, 1918.

Order of the United States Fuel Administrator of June 28, 1918, Effective June 29, 1918, Establishing Regulations Controlling Price and Sale of Cannel Coal.

The President of the United States having by Executive Order dated 21 August, 1917, fixed the prices at which bituminous coal produced in the United States should be sold after that date, and said order not having specifically fixed the price at which that kind of bituminous coal known as cannel coal should be sold,

And the United States Fuel Administrator, by paragraph numbered 19 of the order dated October 6, 1917, contained in Publication No. 9, having provided that until further action of the Fuel Administrator, cannel coal might be sold at the market prices prevailing at the time of sale and it being desirable that the prices of cannel coal shipped after the effective date of this order should be fixed,

The United States Fuel Administrator acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation effective June 29, 1918, until further or other order and subject to modification hereafter from time to time and at any time:

REGULATION FIXING THE PRICE OF CANNEL COAL.

Section I. The prices of cannel coal shipped on and after the effective date of this regulation are hereby fixed f. o. b. cars at the mine per net ton at not to exceed the applicable Government mine prices for bituminous coal at the mine where such cannel coal is produced, provided, however, that if the producer of such cannel coal shall obtain from the United States Fuel Administration a permit therefor, lump cannel coal may be sold for a sum not to exceed \$1.00 per net ton above the applicable Government mine price for run of mine bituminous coal at the mine where such coal is produced.

Section II. Any producer desiring to obtain a permit to make the additional charge for cannel coal provided in Section I of this regulation, may file with the Bureau of Prices of the United States Fuel Administration, Washington, D. C., an application therefor in such form as said Bureau of Prices may from time to time prescribe.

Section III. All invoices for cannel coal for which the additional charge provided in Section I hereof is made must bear the number of the permit of the producer of such coal.

Section IV. When cannel coal is loaded into box cars, a charge of 50¢ per net ton, in addition to the prices fixed in Section I hereof, may be made to cover the cost of labor and material necessary to load such coal into box cars.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *June 28, 1918.*

Order of the United States Fuel Administrator of July 15, 1918, Effective 7 a. m., July 16, 1918, Amending Order of June 28, 1918, and Establishing Revised Regulations Controlling the Price and Sale of Cannel Coal.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders, that the Regulation dated February 21, 1918, effective on that date, entitled "Ruling regarding prices for mixed Cannel and Bituminous Coal" be and the same hereby is cancelled from and after 7 a. m., July 16, 1918.

And hereby further orders that the Regulation dated June 28, 1918, effective on June 29, 1918, entitled "Regulation fixing the price of Cannel Coal" be amended to read as follows from and after 7 a. m., July 16, 1918, until further or other order and subject to modification hereafter from time to time and at any time:

REGULATION FIXING THE PRICE OF CANNEL COAL AND THE MIXTURE OF CANNEL COAL AND BITUMINOUS COAL.

Section I. The prices of cannel coal shipped on and after the effective date of this regulation are hereby fixed f. o. b. cars at the mine per net ton at not to exceed the applicable Government mine price for bituminous coal at the mine where such cannel coal is produced, provided, however, that if the producer of such cannel coal shall obtain from the United States Fuel Administration a permit therefor, lump cannel coal may be sold for a sum not to exceed \$1.00 per net ton above the applicable Government mine price for run of mine bituminous coal at the mine where such coal is produced.

Section II. Any producer desiring to obtain a permit to make the additional charge for cannel coal provided in Section I of this regulation, may file with the Bureau of

Prices of the United States Fuel Administration, Washington, D. C., an application therefor in such form as said Bureau of Prices may from time to time prescribe.

Section III. All invoices for cannel coal for which the additional charge provided in Section I hereof is made must bear the number of the permit of the producer of such coal.

Section IV. When cannel coal is loaded into box cars, a charge of 50¢ per net ton in addition to the prices fixed in Section I hereof, may be made to cover the cost of labor and material necessary to load such coal into box cars. No such charge shall be made on shipments in box cars of cannel coal mixed with bituminous coal.

Section V. When run of mine or prepared cannel coal is mixed with bituminous coal of any size the mixture shall be sold at a price not to exceed the government mine price for bituminous screenings applicable at date of shipment at the mine where such cannel coal is produced.

Section VI. When cannel coal, from which the lumps have been screened, is mixed with bituminous coal of any size the mixture shall be sold at a price not to exceed the government mine price for bituminous screenings applicable at date of shipment at the mine where such cannel coal is produced less 30¢ per net ton.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., July 15, 1918.

Section 3.—Orders Relating to Prices of Export and Bunker Coal.

Ruling of the United States Fuel Administrator of Sept. 6, 1917, Contained in Paragraph 1 of Publication No. 5, of the United States Fuel Administration, in regard to the Price of Export and Bunker Coal.

WASHINGTON, D. C., September 6, 1917.

* * * * *

Until further direction the following rulings will be observed:

1. The President's order fixing prices became effective for bituminous coal Tuesday evening, August 21, 1917; for anthracite coal Saturday, September 1, 1917. The President's order includes export and bunker coal.

* * * * *

H. A. GARFIELD,

United States Fuel Administrator.

Regulation of the United States Fuel Administrator of Oct. 6, 1917, Contained in Paragraph 1, of Publication No. 9 of the United States Fuel Administration, Relating to the Price of Export and Bunker Coal.

WASHINGTON, D. C., 6 October, 1917.

The following orders, rulings, and regulations relating to coal prices and governing the sale, shipment, and distribution of coal are promulgated by the United States Fuel Administrator on behalf of the President under the authority of the act of Congress approved August 10, 1917, entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," and an Executive order of the President dated August 23, 1917, appointing said Fuel Administrator.

EXPORT AND BUNKER COAL.

1. The prices for coal fixed by the President, as modified by the orders of the Fuel Administrator, shall apply to export and bunker coal.

* * * * *

H. A. GARFIELD,

Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 13, 1917, Fixing Prices for Export and Bunker Coal, Issued in Publication No. 15, of the United States Fuel Administration.

WASHINGTON, D. C., December 13, 1917.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that, until further or other order of the United States Fuel Administrator, the maximum price of coal sold and delivered to vessels for foreign bunkering purposes or for export to foreign countries, except to Canada and Mexico, shall be the price prescribed for such coal at the mine at the time such coal left the mine plus transportation charges from the mine to port of loading plus \$1.35 per ton of 2,000 pounds. To this price, computed as above, the seller of the coal, or such other agency as performs the actual work of bunkering or loading the vessel, may add the customary and proper charges, if any, for storage, towing, elevation, trimming, special unloading, and other port charges, and is subject to all present and future regulations of the United States Government.

Nothing in this order shall be construed to affect or modify any of the regulations of the War Trade Board regarding coal for export or bunkering.

H. A. GARFIELD,

United States Fuel Administrator.

Amended Order of the United States Fuel Administrator of Feb. 25, 1918, Fixing Prices for Export and Bunker Coal Issued in Publication No. 15, (Revised) of the United States Fuel Administration.

WASHINGTON, D. C., February 25, 1918.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of the United States Fuel Administrator dated December 13, 1917, and entitled "Relative to prices for coal for foreign bunkering purposes and export cargoes," is hereby amended to read as follows:

1. Until further or other order of the United States Fuel Administrator, the maximum price of coal sold and delivered for export to foreign countries, excepting Canada and Mexico, or to vessels for foreign bunkering purposes, shall be the price prescribed for such coal at the mine at the time such coal left the mine, plus transportation charges from the mine to port of loading, plus \$1.35 per ton of 2,000 pounds. To this price, computed as above, the seller of the coal, or such other agency as performs the actual work of bunkering or loading the vessel, may add the customary and proper charges, if any, for storage, towing, elevation, trimming, special unloading, and other port charges, and is subject to all present and future regulations of the United States Government.

2. No coal can be invoiced at the excess price provided in this order except by the operator or dealer who actually loads it into foreign vessels and only after the coal has been so loaded.

3. After, and only after, such excess price has been collected in accordance with paragraph 2, all or such part of it as has been agreed upon beforehand may be paid to the dealer or dealers from or through whom the coal was obtained.

4. In settling the price of coal for foreign bunkering or export purposes, no jobber's margin or other commission in addition to the \$1.35 per ton provided in the order shall be added to the price of the coal.

5. The phrase "delivered * * * to vessels for foreign bunkering purposes," mentioned above, is hereby held to mean coal put in the bunkers of any vessel sailing from a tidewater port for any port outside the United States and Alaska, excepting naval vessels or Army transports.

6. Coal shipped to possessions or dependencies of the United States, when consigned to any department of the United States Government, shall not take the excess price provided by this order.

H. A. GARFIELD,

United States Fuel Administrator.

Section 4.—Orders Relating to Prices of Coal at Lake Michigan and Lake Superior Docks.

Order of the United States Fuel Administrator of October 26, 1917, Relative to the Prices for Coal Received by Water at Docks Located On Lake Michigan and Lake Superior.

WASHINGTON, D. C., October 26, 1917.

It appearing to the United States Fuel Administrator that large quantities of coal move by lake shipment to various docks located on Lake Michigan and Lake Superior, and that the corporations, associations, partnerships, or persons owning, operating, or managing docks at which such coal is received, have been in the habit of selling and delivering such coal in the various capacities of jobbers, wholesalers, and retailers so that confusion may arise as to the application of different orders and rulings of the United States Fuel Administrator with respect to such sales, and that it is desirable to establish therefore definite regulations relative to the sale, shipment, and distribution of such coal among dealers and consumers,

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the following regulations hereby are established and the prices hereinafter specified hereby are fixed for the sale by any corporations, associations, partnerships, or persons owning, operating, or managing a dock on Lake Michigan or Lake Superior, of coal received by them by lake shipment to any such dock;

(1) For coal received as aforesaid and, during the period beginning October 30, 1917, and ending April 30, 1918, reshipped by rail from the docks to consumers buying in carload lots or to local retailers, prices for the following grades of coal, per net ton f. o. b. cars at the dock, shall be as follows:

Coal from—	Lump.	Run of pile.	Screening.
Youghiogheny, Fairmont, Greensburg, and Westmoreland County fields..	\$6.60	\$6.40	\$6.20
No. 8 seam, eastern Ohio fields.....	6.40	6.20	6.10
Hocking and Pomeroy, Ohio, fields.....	6.60	6.40	6.20
West Virginia splint and block fields.....	6.85	6.65	6.55
Kentucky gas and steam and Kentucky splint and block fields.....	7.20	7.00	6.55
Smokeless coal fields.....	* 7.70	6.55	6.55

* Lump and egg.

(2) For coal so received by lake shipment at any of the docks aforesaid, and sold for delivery by truck, wagon, or other usual facility for retail delivery to consumers without any rail reshipment, prices must be fixed and determined in the manner and according to the provisions and limitations prescribed in the order of the United

States Fuel Administrator dated October 1, 1917, relative to maximum gross margins of retail coal dealers,¹ unless and until the State Fuel Administrator may have adopted, with the approval of the United States Fuel Administrator, some other or different retail prices or method for fixing or establishing retail prices for the locality in which the dock affected thereby is situated.

(3) For coal received by any method of transportation, by any such corporation, association, partnership, or persons in their capacity of jobbers, or in other capacity not covered in the foregoing provisions of this order, all orders and rulings of the United States Fuel Administrator relative to other jobbers shall remain in effect.

H. A. GARFIELD,
United States Fuel Administrator.

*Order of the United States Fuel Administrator of April 30, 1918, Continuing in Effect
Prices at Lake Docks Established by the Order of October 26, 1917.*

WASHINGTON, D. C., April 30, 1918.

New prices, which may be charged by persons owning, operating, or managing a dock on Lake Michigan or Lake Superior, for coal received by them and reshipped by rail from the docks to consumers buying in carload lots, or to local retail dealers, will be announced by the United States Fuel Administration within the next few days, probably before the end of the present week.

In the meantime, and until superseded by the announcement of such new prices, the prices fixed in the order of the United States Fuel Administrator dated October 26, 1917, and contained in Publication No. 11 of the United States Fuel Administration, may be charged and paid in accordance with the provisions of said last-mentioned order.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 5, 1918, Effective 7 a. m., June 1, 1917, Establishing Prices for Bituminous Coal at Lake Michigan and Lake Superior Docks for the Period June 1, 1918, to April 30, 1919.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator and of subsequent Executive Orders and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the following regulations are established and the maximum prices hereinafter specified are fixed for the handling and selling of bituminous coal by any corporation, association, partnership or persons owning, operating, or managing a dock or docks on the Great Lakes, viz:

* * * * *

(2) The selling prices for bituminous coal received at any Lake Michigan or Lake Superior dock, during the period beginning June 1, 1918, and ending April 30, 1919, reshipped by rail from docks to purchasers buying in carload lots, for the following grades of coal, per net ton f. o. b. cars at the dock, shall be as follows:

Coal from—	Lump.	Run of pile.	Screenings.
Youghiogheny, Fairmont, Greensburg, Westmoreland, No. 8 Seam, Ohio and Hocking and Pomeroy fields.....	\$5.80	\$5.55	\$5.30
Harlan, Thacker, Kenova and Kanawha fields.....	6.30	6.05	5.80
Pocahontas, New River and Tug River fields.....	6.30	6.05	6.05

¹ For regulations relative to retail gross margins see Chap. II, Title VI.

The above prices are based on the freight rates now effective between the mines and Lake Erie ports. In the event that the above mentioned freight rates are increased by order of the United States Railroad Administration, effective at any time hereafter, an amount equivalent to the amount of such increase in freight rates may be added to these prices.

(3) For coal so received by lake shipment at any of the docks aforesaid, and sold for delivery by truck, wagon or other usual facility for retail delivery to consumers without any rail reshipment prices must be fixed and determined in the manner and according to the provisions and limitations prescribed in the regulations of the United States Fuel Administration, relative to maximum gross margins of retail coal dealers.¹

The above regulations, promulgated this fifth day of June, 1918, to become effective 7 a. m., June first, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., June 5, 1918.

Order of the United States Fuel Administrator of June 22, 1918, Fixing Prices for Anthracite Coal at Lake Michigan and Lake Superior Docks.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator and of subsequent Executive Orders and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that until further or other order by the United States Fuel Administrator, the following maximum prices per gross ton are fixed for anthracite coal f. o. b. cars, docks on Lake Michigan and Lake Superior:

(1) The selling prices for anthracite coal shipped from the mines on or after June 25, 1918, and received at such docks and reshipped by rail from such docks to purchasers buying in carload lots shall be as follows:

Broken.....	\$10.20
Egg.....	10.10
Stove.....	10.35
Nut.....	10.45
Pea.....	8.80

The above prices are subject to a summer reduction of 30¢ per gross ton until September 1, 1918, and are based on the freight rates effective June 25, 1918, from the mines to Lake Erie Ports. In the event that the above-mentioned freight rates are increased by order of the United States Railroad Administration effective at any time hereafter, an amount equivalent to the amount of such increase in freight rates may be added to such prices.

(2) The selling prices for anthracite coal shipped from the mines before June 25, 1918, and re-shipped on or after June 25, 1918, by rail from such docks to purchasers buying in carload lots shall be the prices specified in Paragraph numbered "1" of this order, less 45¢ per gross ton, which sum represents the advance in freight effective June 25, 1918.

(3) The selling price for anthracite coal received at any dock on Lake Michigan or Lake Superior and sold on and after June 25, 1918, for delivery by truck, wagon, or other usual facility for retail delivery to consumers without any rail re-shipment, shall be fixed and determined in the manner and in accordance with the provisions

¹ For regulations relative to retail gross margins See Chap. 11, Title VI.

and limitations prescribed in the Orders and Regulations of the United States Fuel Administrator relative to maximum gross margins and prices to retail coal dealers.¹

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *June 22, 1918.*

Order of the United States Fuel Administrator of Aug. 23, 1918, Effective Aug. 26, 1918, Relative to the Prices for Coal at Lake Michigan and Lake Superior Docks.

WASHINGTON, D. C., *August 23, 1918.*

It appearing to the United States Fuel Administrator that by reason of the revision of the prices of bituminous coal mined in the State of Ohio, effective June 29, 1918, and the further revision of such prices effective August 23, 1918, it is necessary to revise the selling prices of coal received at Lake Michigan and Lake Superior docks during the period ending April 30, 1919, and reshipped by rail from such docks to purchasers buying in carload lots, which said prices were fixed by an order of said Administrator effective June 1, 1918,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that bituminous coal of the grades hereinafter specified received at any Lake Michigan or Lake Superior dock from and including the effective date of this order, to and including April 30, 1919, and reshipped by rail from the docks to purchasers buying in carload lots, may be sold at prices f. o. b. cars at the dock not to exceed the following per net ton, viz:

Coal from—	Lump.	Run of pile.	Screenings.
Southwestern District in the State of Pennsylvania, Fairmont and Panhandle Districts in the State of West Virginia, and Districts Nos. 3, 8, and 9 in the State of Ohio.....	\$5.80	\$5.55	\$5.30
Harlan, Thacker and Kenova Districts in the State of Kentucky, the Thacker, Kenova, Kanawha and Mason County Districts in the State of West Virginia, and Districts Nos. 1, 2, 4, 5, 6 and 7 in the State of Ohio.....	6.30	6.05	5.30
Pocahontas, New River and Tug River Districts, in the State of West Virginia.....	6.30	6.05	6.05

The above prices are based on freight rates between the mines and Lake Erie port effective June 1, 1918. An amount equivalent to any increase in such freight rates by order of the United States Railroad Administration in effect at the effective date hereof may be added to such prices, and in the event that any further increase in such freight rates shall become effective at any time hereafter, an additional amount equivalent to such further increase may also be added to such prices.

For coal so received by lake shipment at any of the docks aforesaid, and sold for delivery by truck, wagon, or other usual facility for retail delivery to consumers without any rail reshipment, prices must be fixed and determined in the manner and according to the provisions and limitations prescribed in the regulations of the United States Fuel Administrator relative to maximum gross margins of retail coal dealers.

This order to be effective August 26, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

¹ For regulations relative to retail gross margins see Chap. 11, Title VI.

Order of the United States Fuel Administrator of Nov. 20, 1918, Amending the Order of June 24, 1918, Establishing Prices for Anthracite Coal at Lake Michigan and Lake Superior Docks by adding to the Prices for "pea" Size and larger, the Sum of \$1.05 per ton.

WASHINGTON, D. C., November 20, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator all prices for the different sizes and grades of anthracite coal of the sizes of pea and larger, mined in the anthracite-coal-producing district in the State of Pennsylvania on and after November 1, 1918, and received by rail and water on docks located on Lake Michigan and Lake Superior and reshipped by rail from such docks to purchasers buying in carload lots, shall be the prices established by the order of the United States Fuel Administrator of June 24, 1918 (Statement 2252), plus \$1.05 for each gross ton of 2,240 pounds.

H. A. GARFIELD,

United States Fuel Administrator.

Section 5.—Orders Relating to Prices of Coal from Wagon Mines.

Regulation of the United States Fuel Administrator of October 6, 1917, Being Paragraphs 15, 16, and 17 of Publication No. 9 of the United States Fuel Administration, Fixing Prices for Coal from Wagon Mines.

WASHINGTON, D. C., 6 October, 1917.

The following orders, rulings, and regulations relating to coal prices and governing the sale, shipment, and distribution of coal are promulgated by the United States Fuel Administrator on behalf of the President under the authority of the act of Congress approved August 10, 1917, entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," and an Executive order of the President dated August 23, 1917, appointing said Fuel Administrator.

* * * * *

15. Coal delivered direct to the consumer from the mine by wagon or truck (whether from wagon mines or other mines) shall be sold at not more than the prices fixed by the President and the Fuel Administrator plus the actual cost of hauling.¹

16. Coal bought by a railroad for its own use as fuel from a wagon mine hauling to such railroad shall be sold at not more than the prices fixed by the President and the Fuel Administrator plus the actual cost of hauling.

17. No charge for hauling may be made by an operator of a wagon mine or paid by the purchaser of the coal on coal shipped by rail, except where such shipment is made in box cars, in which case an additional charge not to exceed 75 cents per ton may be made. In all other cases the price of wagon-mine coal on board cars shall not exceed the price prescribed by the President and the Fuel Administrator for coal at the mine.

* * * * *

H. A. GARFIELD,

Fuel Administrator.

¹ For other regulations relative to retail prices see Chap. II, Title VI.

Order of the United States Fuel Administrator of November 9, 1917, Effective 7 A. M., November 10, 1917, Amending Paragraph 15 of Publication No. 9, of the United States Fuel Administration of October 6, 1917, and Prescribing a Method for Fixing Prices to Be Charged by Wagon Mines.

The United States Fuel Administrator having on the 6th day of October, 1917, issued certain orders, rulings and regulations relating to coal prices and governing the sale, shipment, and distribution of coal, ruling No. 15 thereof relating to wagon mines, and having further considered said ruling No. 15, now

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order in the premises, said ruling No. 15 is hereby amended so as to read as follows:

"Coal sold at a mine to be delivered direct to the consumer by wagon or truck, may be sold at a price f. o. b. mines to be fixed by the local fuel administration committee in the community in which the coal is delivered for consumption, subject to the approval of the State Fuel Administrator. Such local committee shall also in such cases fix the haulage rates to be charged where the coal is delivered by the mine operator."

This order shall become effective at 7 a. m., November 10, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., November 9, 1917.

Section 6.—Orders Relating to Prices of Specially Prepared Coal and Coal Not Properly Picked or Cleaned.¹

Order of the United States Fuel Administrator of Mar. 8, 1918, Effective Mar. 11, 1918, Issued as Section III of Part 2 of Publication No. 20 of the United States Fuel Administration, Requiring upon the Order of the District Representative the Deduction by the Operator of 50 cents per Ton from the Sale Price of Coal not properly Cleaned and Prepared.

WASHINGTON, D. C., March 8, 1918.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated August 23, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the purposes of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order, and subject to modification hereafter from time to time and at any time;

* * * * *

Inspectors are authorized to condemn at the mines any coal loaded in railroad cars, which in their judgment is not properly prepared; and any inspector finding unmerchantable coal shall immediately notify the district representative and the operator by wire or in person and in writing, giving the car numbers and initials of any and all cars so rejected and stating the facts on which such action was based. A copy of such notice shall be immediately mailed to the United States Fuel Administration, department of inspection and to the district representative. If the district representative approves the inspection report, he shall so notify the operator at once; in which case, unless the operator unloads and reprepares the rejected coal, the consignee shall be permitted to deduct fifty (50) cents per ton from the authorized price

¹ The orders from which the following excerpts are taken are repeated in full in Chap. IV, Title I, Sections 1 and 2.

for the grade of coal with which the car is loaded: Provided however, The consignee after examining the coal may at his option pay and the operator may receive the full authorized price.

* * * * *

Above regulation to become effective March 11, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 27, 1918, Effective June 1, 1918, Issued as Subparagraphs 1 and 2 of Sec. IV of Part 1 of Publication No. 25 of the United States Fuel Administration, relative to the Condemnation of Unclean Coal and the Deduction by the Operator of 50 cents per Ton from the Sale Price.

WASHINGTON, D. C., May 27, 1918.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders that the regulation dated March 7, 1918, effective March 11, 1918, and contained in Publication No. 20, entitled "Regulation Concerning Clean Coal," be, and the same is hereby canceled from and after 7 a. m., June 1, 1918.

And hereby makes and establishes the following regulation, effective 7 a. m., June 1, 1918, until further or other order, and subject to modification hereafter from time to time and at any time:

* * * * *

Sec. IV. If any such inspector shall find that any coal is about to be shipped which in his opinion does not conform to the requirements of Section I hereof, said inspector is hereby authorized to condemn such coal. * * * The District Representative, if he approves of such condemnation, shall immediately give notice of his approval to the operator producing such coal confirming such notice in writing, and thereupon such operator shall have the following options:

(1). To take such steps as may be necessary, after unloading the same, if in railroad cars or barges, to make the same conform to the provisions of Section I hereof to the satisfaction of the inspector condemning the same, or

(2). To ship such coal and invoice the same with a deduction of 50 cents per net ton from the applicable Government mine price, or from the contract price if such coal has been sold under contract and the contract price differs from said Government price.

* * * * *

The above regulation promulgated this 27th day of May, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of March 20, 1918, Effective April 1, 1918, Issued as Section II of Part 1 of Publication No. 20 of the United States Fuel Administration, Granting an Increased Price for Specially Prepared Coal.

WASHINGTON, D. C., March 20, 1918.

* * * * *

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated August 23, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917, hereby makes and establishes the following regulation, effective upon and after April 1, 1918, until further or other order, and subject to modification hereafter from time to time and at any time:

* * * * *

Picked, Spiralized, and Washed Coal: When coal, in addition to being screened into sizes, has been picked upon tables or loading booms, or has been cleaned by means of spiral or other mechanical separators or washers, in such manner that the fuel value and the cost of preparation are substantially increased and the total output substantially decreased through removal of waste and impurities, said coal may be sold, but only for shipment loaded on board cars at the mine on or before July 31, 1918, at an increase in price of not to exceed twenty (20) cents per net ton above the applicable Government selling price at the date of shipment for the respective grades, defined as "run of mine" and "prepared sizes," that are actually picked, spiralized, or washed, if the producer thereof has, in the manner provided in Sections III and IV of this regulation, obtained a temporary permit for making such additional charge. In cases where the above maximum of twenty (20) cents is not sufficient, in the opinion of the United States Fuel Administrator, to compensate for this work a special temporary permit authorizing a larger increase to such amount and under such circumstances as the United States Fuel Administrator may deem proper, may in the discretion of the United States Fuel Administrator be issued as hereinafter in Sections III and IV provided.

* * * * *

On and after August 1, 1918, only such additional amount may be charged for the extraordinary preparation herein provided for as shall be specifically authorized by the United States Fuel Administrator and named in each new permit which may then be issued pursuant to the provision of Sections III and IV hereof in lieu of the temporary permit issued prior to, and expiring on, said July 31, 1918. Such additional amount allowed after Aug. 1, 1918, shall be determined by the United States Fuel Administrator on review of the monthly reports required in Section VII hereof and of other facts and information deemed by him pertinent.

* * * * *

The above regulation shall become effective April 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 27, 1918, Effective 7 a. m., June 1, 1918, Issued as Section I of Part 2, of Publication No. 25 of the United States Fuel Administration, Making a Special Allowance for Coal Mechanically Washed or Extraordinarily Cleaned or Picked.

WASHINGTON, D. C., May 27, 1918.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders that the regulation dated March 20, 1918, effective April 1, 1918, and contained in Publication No. 20, entitled "Regulation Concerning the Production of Prepared Sizes of Bituminous Coal, Special or Unusual Methods of Preparing the Same, and the Conditions under which Increased Prices May be Charged Therefor," together with all permits issued under said regulation, be and the same hereby are in all respects canceled and revoked from and after 7 a. m., June 1, 1918.

And hereby makes and establishes the following regulation, effective June 1, 1918, at 7 a. m., until further or other order and subject to modification hereafter from time to time and at any time:

* * * * *

Section I. Mechanical preparation.—No special allowance will be made for the ordinary method of cleaning or picking coal employed in any district, but a special allowance will be made for coal mechanically washed or extraordinarily cleaned or

picked in such manner that the fuel value of the coal has been substantially increased by the removal of waste and impurities.

* * * * *

The above order and the regulation therein contained promulgated this 27th day of May, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Section 7.—Miscellaneous Orders Affecting the Delivered Price of Coal.

Order of the United States Fuel Administrator of June 21, 1918, Effective 7 a. m., June 22, 1918, in Regard to the Inclusion of Transportation Charges in the Selling Price of Coal and Coke.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator and of subsequent Executive orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective June 22, 1918, at 7 a. m., until further or other order and subject to modification hereafter from time to time and at any time:

REGULATION AS TO TRANSPORTATION CHARGES TO BE ADDED TO OR INCLUDED IN SELLING PRICE OF COAL AND COKE.

No producer, distributor or retail dealer shall include in or add to the price asked, demanded or received for coal or coke any sum for transportation charges in excess of the amount actually paid by or charged to such producer, distributor or retail dealer for the specific coal or coke sold, and no increased freight rate shall be included in or added to the selling price of coal or coke stored by or standing to the credit of such producer, distributor or retail dealer in or on any pool, dock, yard, trestle, vehicle, barge, vessel or bin unless such increased freight rate has been actually paid by or charged to such producer, distributor or retail dealer on the specific coal stored or on the specific shipment of coal which gives such credit. The provisions of this regulation apply to all orders of the undersigned fixing prices of coal or coke heretofore or hereafter made which provide that the prices therein contained shall be increased if freight rates are increased and no increased price shall be asked, demanded or received under such orders except by producers, distributors or retail dealers, who actually pay or become obligated to pay such increased freight rates.

The above regulation was promulgated this 21st day of June, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., June 21, 1918.

Order of the United States Fuel Administrator of Aug. 16, 1918, Effective Aug. 17, 1918, Fixing a Charge for Coal Delivered Directly from Mine Tipples to Locomotive Tenders.

WASHINGTON, D. C., August 16, 1918.

It appearing that operators should be allowed to make a charge for coal delivered directly from mine tipples to locomotive tenders in addition to the applicable Government mine price,

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order in the premises there may be added to the applicable Government mine price of coal delivered directly from mine tipples to locomotive tenders the sum of five cents per net ton, provided, however, that if any operator refuses to furnish such coal at such increased price there may be added to the applicable Government mine price such other sum as may be agreed upon between such operator and the railroad receiving such coal or in case of their failure to agree said operator shall furnish such coal at the applicable Government mine price plus such additional sum in excess of five cents per net ton, as may be fixed by the Bureau of Prices of the United States Fuel Administration upon application of either such operator or such railroad.

The above Order shall be effective August 17, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 4, 1918, Effective Sept. 5, 1918, Relative to Switching and Handling Charges Allowed to Railroad Companies Delivering Coal to Retail Dealers or Consumers to Relieve Emergencies.

WASHINGTON, D. C., Sept. 4, 1918.

It appearing to the United States Fuel Administrator that railroad companies which deliver coal to consumers or retail dealers for the purpose of relieving emergencies should be allowed to add to the cost of such coal an amount to cover extra switching, handling, and accounting,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated August 23, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order in the premises, a railroad company which, upon request or authority of a Federal Fuel Administrator for a State, or the request, requisition or order of a District Representative, or the Distribution Division of the United States Fuel Administration, delivers coal to any consumer or retail dealer in order to relieve an emergency, may receive from such consumer or retail dealer the cost of such coal to the railroad company delivering the same including lawful transportation charges from point of origin to point of destination and the additional sum of 15 cents per net ton, or such greater additional sum as may be agreed upon by the railroad company furnishing such coal and the consumer or retail dealer receiving the same, or, in case of failure so to agree, such greater additional sum as may be fixed by the Bureau of Prices of the United States Fuel Administration upon the application of either such railroad company or such consumer or retail dealer.

The above order shall be effective September 5, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

TITLE V.

CONTRACTS.

Section 1.—Orders Relating to Contracts Entered into Prior to Price Fixing Orders.

Order of the United States Fuel Administrator of Sept. 6, 1917, Issued as Paragraph 7 of Publication No. 5 of the United States Fuel Administration, Permitting the Filling, at the Contract Price of Contracts Bona Fide in Character and Enforceable at Law, Entered into Prior to the Executive Orders of August 21, 1917, and August 23, 1917, for the Sale of Bituminous and Anthracite Coal Respectively.

SEPTEMBER 6, 1917.

* * * * *

7. Contracts relating to bituminous coal made before the proclamation of the President on August 21, and contracts relating to anthracite coal made before the President's proclamation of August 23, are not affected by these proclamations, provided the contracts are bona fide in character and are enforceable at law.

The undersigned has requested the Federal Trade Commission to secure at the earliest moment possible a certified copy of all contracts held to come within the foregoing rule.

H. A. GARFIELD,

United States Fuel Administrator.

Joint Subpœna Issued by the Federal Trade Commission and the United States Fuel Administrator, dated September 21, 1917, Requiring the Filing by Coal and Coke Operators of all Contracts in Force August 21, 1917, and a Report thereof.

United States of America, before the Federal Trade Commission, ss:

To.....:

Please take notice that by virtue of the power granted to the Federal Trade Commission by the provisions of Section 6 of an Act of Congress, approved September 26, 1914, entitled "An Act to create a Federal Trade Commission, to define its powers and duties, and for other purposes," you are hereby required to file with the Federal Trade Commission at its office at Fifteenth and K Streets, Washington, D. C., within ten days after the receipt of this notice by you a report in writing of (a) all documents relating to the purchase or sale of bituminous coal by you which documents you claim constitute bona fide contracts enforceable at law and in full force and effect on the 21st day of August, 1917; (b) all documents relating to the purchase or sale of anthracite coal by you, which documents you claim constitute bona fide contracts enforceable at law and in full force and effect on the 1st day of September, 1917, and you are further hereby required to file as aforesaid with such report true copies of any such documents relating to the purchase or sale of coal by you which you claim constitute a bona fide contract enforceable at law and with such report you are hereby further required to state in reference to each of said contracts, (1) the date of its execution; (2) the price at which coal bought or sold pursuant thereto, was billed by, or to you, on August 21st, 1917, or the nearest date thereto if for bituminous coal and the price as aforesaid on September 1st, 1917, or the nearest date thereto if for anthracite coal; (3) the quantity of coal which you have delivered or have received thereon on August 21st, 1917, if for bituminous coal, or to September 1st, 1917, if for anthracite coal; and (4) a definite specification or statement of any allowance, split commission, premium, rebate, or payment of any sort, made or to be made by you, to any sales agent or jobber, or any person interested in the coal transferred or to be transferred thereby.

In witness whereof the Federal Trade Commission has caused this notice to be issued, signed by its Secretary, and its official seal to be affixed at the City of Washington this 21st day of September, A. D., 1917.

By the Commission.

[SEAL.]

L. L. BRACKEN,
Secretary.

The Undersigned, United States Fuel Administrator, hereby joins in the foregoing demand and notice this 21st day of September, A. D., 1917.

H. A. GARFIELD,
United States Fuel Administrator.

Joint Subpoena Issued by the Federal Trade Commission and the United States Fuel Administrator, dated November 27, 1917, Requiring the Filing by Jobbers of Coal and Coke of all Contracts in Force August 23, 1917, and a Report thereof.

United States of America, before the Federal Trade Commission, ss:

To

Please take notice that by virtue of the power granted to the Federal Trade Commission by the Provisions of Section 6, of an Act of Congress, approved September 26, 1914, entitled "An Act to create a Federal Trade Commission, to define its powers and duties, and for other purposes," you are hereby required to file with the Federal Trade Commission at its office at Fifteenth and K. Streets, Washington, D. C., within ten days after the receipt of this notice by you a report in writing of all documents relating to the purchase or sale of anthracite, bituminous or semi-anthracite coal or coke by you, which documents you claim constitute bona fide contracts enforceable at law and in full force and effect on the 23rd day of August, 1917, and you are further hereby required to file as aforesaid with such report true copies of any such documents relating to the purchase or sale of coal or coke by you, which you claim constitute bona fide contracts enforceable at law; and with such report you are hereby further required to state in reference to each of said contracts, (1) the date of its execution; (2) the price at which coal or coke bought or sold pursuant thereto was billed by or to you prior to August 23rd, 1917, (3) the quantity of coal or coke which you have delivered or have received thereon prior to August 23rd, 1917; and (4) a definite specification or statement of any allowance, split commission, premium, rebate, or payment of any sort, made or to be made by you, to any other jobber or sales agent, or any person interested in the coal transferred or to be transferred thereby.

In witness whereof the Federal Trade Commission has caused this notice to be issued, signed by its Secretary, and its official seal to be affixed at the City of Washington this 27th day of November, A. D. 1917.

By the commission.

[SEAL.]

L. L. BRACKEN,
Secretary.

The undersigned, United States Fuel Administrator, hereby joins in the foregoing demand and notice this 27th day of November, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

*Regulations of the United States Fuel Administrator of Oct. 6, 1917, Issued as Paragraphs 2, 3, 4, 5, 8, 9, 10, 11, and 20 of Publication No. 9 of the United States Fuel Administration, in Regard to the Completion, at the Contract Price, of Contracts Entered into Prior to the Executive Orders of the President of Aug. 21, 1917, and Aug. 23, 1917.*¹

WASHINGTON, D. C., October 6, 1917.

The following orders, rulings, and regulations relating to coal prices and governing the sale, shipment, and distribution of coal are promulgated by the United States Fuel Administrator on behalf of the President under the authority of the act of Congress approved August 10, 1917, entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," and an Executive order of the President dated August 23, 1917, appointing said Fuel Administrator.

* * * * *

2. Contracts relating to bituminous coal made before the President's proclamation of August 21, 1917, and contracts relating to anthracite coal made before the President's proclamation of August 23, 1917, shall not be affected by these proclamations, provided the contracts are bona fide in character and enforceable at law, in the absence of further express regulation.

3. If the claim is made that any specific coal has been acquired in accordance with a bona fide contract enforceable at law existing prior to the time of the order of the President applicable thereto, the burden of proof is upon the parties to the contract to establish these facts.

4. Coal may be bought and sold at prices lower than those prescribed by the orders of the President.

5. The effect of the President's orders on coal rolling when the order affecting such coal was issued is to be decided by first ascertaining whether or not the title had passed from the operator to the consignee at the time the President's order became effective. If the title had passed to the consignee, the price fixed by the President does not apply.

* * * * *

8. A jobber who had already contracted to buy coal at the time of the President's order fixing the price of such coal, and who was at that time already under contract to sell the same, may fill his contract to sell at the price named therein.

9. A jobber who, at the time of the President's order fixing the price of the coal in question at the mine, had contracted to buy coal at or below the President's price, and at that time had no contract to sell such coal, shall not sell the same at a price higher than the purchase price plus the proper jobber's commission as determined by the President's regulation of August 23, 1917.

10. A jobber who, at the time of the President's order fixing the price of the coal in question, was under contract to deliver such coal at a price higher than a price represented by the price fixed by the President or the Fuel Administrator for such coal plus a proper jobber's commission as determined by the President's regulation of August 23, 1917, shall not fill such contract at a price in excess of the President's price plus the proper jobber's commission, with coal purchased after the President's order became effective and not contracted for prior thereto.

11. A jobber who, at the date of the President's order fixing the price of the coal in question, held a contract for the purchase of coal without having already sold such coal, shall not sell such coal at more than the price fixed by the President or the

¹ For the Effect of the 45 cent wage increase order of Oct. 27, 1917, on Existing Contracts see the order and note under Chap. II, Title I, Section 2.

For regulations in regard to Smithing Coal Contracts see Chap. II, Title IV, Section 1.

Fuel Administrator for the sale of such coal after the date of such order, plus the jobber's commission as fixed by the President's regulation of August 23, 1917.

* * * * *

20. An assignment of a contract for the sale of coal, where such assignment is made after the President's order applicable to the price of the coal covered by the contract shall be treated as a sale of coal and be subject to all the orders and regulations of the President of the United States and the Fuel Administrator relating thereto.

* * * * *

H. A. GARFIELD, *Fuel Administrator.*

Order of the United States Fuel Administrator of Oct. 27, 1917, Amending Paragraph 11, of Publication No. 9, by Authorizing the New England Fuel Administrator to Permit Sales of Coal Purchased by a Jobber under a Valid Contract Made prior to Aug. 21, 1917, at Cost plus the Jobber's Commission.

It appearing to the United States Fuel Administrator that the amount of free or spot coal immediately obtainable for shipment into New England is insufficient to supply the immediate demands of all consumers therein and that the distribution of coal in New England has been such, owing to an increased demand therein for coal and to other causes, as to create in various localities individual cases of great exigency; and that, due to the limitation of transportation facilities and the distance between the coal fields and New England, there is need of further action to meet the increased demands for coal by certain industries in New England engaged in production for the United States Government, or conducting activities, especially public utilities, the uninterrupted operation of which is essential to the greatest efficiency of various industrial plants engaged in such production for the United States Government, and that there are certain supplies of coal in New England available to relieve in part the shortage of coal in some of said industrial plants, but purchased prior to the President's orders of 21 August and 23 August, 1917, at prices higher than those named in said orders respectively;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further, or other, order of the United States Fuel Administrator, and subject to modification hereafter by him;

* * * * *

(2) The New England Fuel Administrator is hereby authorized and empowered, upon first obtaining the written or telegraphic approval of the United States Fuel Administrator in each case to authorize any person found by him, after investigation, to be the bona fide owner of any coal, purchased by such owner under a valid and bona fide contract made prior to August 21, 1917 (exhibited to, and of which a copy shall be filed with, said New England Fuel Administrator), to sell a specified quantity of such coal, if actually present in New England although not yet unloaded from the vessel or car in which it has been transported into New England, to any consumer or dealer found by him after investigation to be in actual and immediate need of such coal for use or distribution within New England, and to permit such sales at such price, in excess of the price therefor fixed by the President as heretofore or hereafter modified or amended either generally or for special cases, as, in the judgment of said New England Fuel Administrator, shall not exceed the actual cost of said coal to such owner thereof plus a profit thereon not exceeding the amount of a jobber's gross margin as fixed and limited in the President's order of August 23, 1917.

(3) No Authorization by the New England Fuel Administrator under any of the provisions of this order shall be a continuing authorization, but shall lapse and termi-

nate upon the delivery of the quantity of coal, at the place, and in the manner, therein specified.

(4) A copy of every authorization made by the New England Fuel Administrator under any of the provisions of this order shall be at once forwarded to the United States Fuel Administrator in Washington.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., October 27, 1917.

Order of the United States Fuel Administrator of Nov. 8, 1917, Further Amending Paragraph 11, of Publication No. 9 of the United States Fuel Administration, by Authorizing Jobbers to Sell Coal Purchased under Valid Contracts Entered into Prior to the Executive Orders of Aug. 21, 1917, and Aug. 23, 1917, at the Contract Price plus the Jobber's Commission upon Compliance with the Regulations Set Forth in the Order.

It appearing to the United States Fuel Administrator that the amount of free or spot coal immediately obtainable is insufficient to supply the immediate demands of all consumers in various parts of the United States, and that the distribution of coal therein has been such, owing to an increased demand therein for coal and to other causes, as to create in various localities cases requiring additional supplies, and a need for the use of further agencies for distribution, of coal;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917;

Hereby orders and directs that until further, or other, order of the United States Fuel Administrator, and subject to modification hereafter by him, from time to time, and at any time;

(1) The New England Fuel Administrator, for the New England States, and the State Fuel Administrator, for any other state, may authorize from time to time, subject to the conditions hereinafter stated, any jobber, wholesaler, or other person found by him after investigation and upon advice of counsel, to be the bona fide owner of any bituminous coal purchased by such owner under a valid and bona fide contract made prior to August 21, 1917, or of any anthracite coal so purchased under such a contract made prior to August 23, 1917, to sell a specified quantity of such coal, from unsold tonnage covered by such contract to any consumer or dealer found by such Administrator after investigation to be in need of such coal to meet his reasonable requirements for use or distribution within the jurisdiction of such Administrator, as the case may be, upon and subject to the following terms and conditions:

(a) The person desiring to make such sale shall exhibit to such Administrator the contract under which he claims to be the owner of coal which he desires to sell, together with evidence satisfactory to the Administrator upon advice of counsel, that the contract was made in good faith prior to the date of the President's order fixing the price of the kind of coal covered by said contract and that the same is in effect and enforceable at law; and shall file a copy of such contract with the Administrator.

(b) Such person shall prove by evidence satisfactory to the Administrator the amount of coal already sold or contracted to be sold by such person under any contract so submitted to the Administrator, the amount of coal unsold thereunder and still available for sale, and shall furnish the name, address, and occupation of the proposed purchaser and the location of the residence, plant, or place of business at which it is desired to deliver such coal for use or retail distribution, as the case may be.

(c) Only such an amount of coal shall be sold by such person to any consumer or dealer as such Administrator shall specify in his authorization of such sale, and the fact of such sale together with the name of the vendee, the amount of coal delivered, the place of delivery, and the price of the coal delivered, shall be promptly reported to such Administrator.

(d) The price at which any coal authorized by any Administrator to be sold hereunder may be sold, shall not exceed the contract price thereof, as found by the Administrator and stated in his authorization of such sale, plus the amount of a jobber's gross margin, as fixed and limited in the President's order of August 23, 1917.

(e) Any person requesting authority from the Administrator to sell coal under the provisions of this order, shall, by reason of his request therefor, be deemed to agree to sell to any consumers or dealers whom the Administrator may designate and for use or distribution by such consumers or dealers, as the case may be, such quantity, as the Administrator may require of the coal then unsold and not covered by any contract for the sale thereof made prior to the date of the President's order fixing the price for such coal, to which such person may be entitled under the contract exhibited to the Administrator.

(f) If any contract presented to an Administrator under this order is found by such Administrator not to conform to the requirements of paragraph (a) above, such contract shall not be presented by the jobber, wholesaler, or other person claiming rights thereunder, to any other State Fuel Administrator as a basis for authority to make sales of coal alleged to be covered by such contract, unless and until the contract shall have been presented to the United States Fuel Administrator and approved by him as a contract conforming to the requirements of said paragraph (a), and the fact of such rejection of any contract by a State Fuel Administrator shall be at once reported by the person claiming rights thereunder to the United States Fuel Administrator.

(2) All decisions, rulings, and authorizations made by the New England or any State Fuel Administrator under any of the provisions of this order must be in writing and copies thereof forwarded to the United States Fuel Administrator in Washington.

(3) Records of the distribution of coal made or authorized under the provisions of this order shall be kept by the New England and State Administrators making the same and copies of such records shall be sent as made, endorsed "Attention of Department of Emergency Needs," to the Office of the United States Fuel Administrator in Washington.

(4) Ruling numbered II in the order of the United States Fuel Administrator dated 6 October, 1917 (printed as Publication No. 9), relative to jobbers holding, at the date of the President's order fixing the price of coal in question, contracts for the purchase of coal without having already sold or contracted to sell such coal, shall not apply to any sales by jobbers which they may be duly authorized by the New England or any State Fuel Administrator to make in accordance with the provisions of this order.

(5) Paragraph (2) of the order of the United States Fuel Administrator dated October 27, 1917, which paragraph authorized and empowered the New England Fuel Administrator to authorize sales of coal in New England not at the time unloaded from a vessel or car, is hereby terminated from and after November 8, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., November 8, 1917.

Order of the United States Fuel Administrator of Dec. 27, 1917, Directing that Deliveries of Coke Made after Dec. 31, 1917, Under Contracts Entered into on or after Sept. 24, 1917 (the Date of the Executive Order of the President Approving the Price of Coke as Determined by the War Industries Board), Shall be made at a Price Not in Excess of the Maximum Prices Established by the United States Fuel Administrator.

WASHINGTON, D. C., Dec. 27, 1917.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23 August, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress referred to and approved August 10, 1917,

Hereby orders and directs that no producer or vendor of coke shall ask, demand, or receive a higher price than the maximum price established by order of the Fuel

Administrator for any coke delivered after December 31, 1917, on contracts or sales made on or after September 24, 1917.

(Signed) H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 12, 1918, Requiring Manufacturers, Jobbers, Dealers, and Distributors of Coke to Make Report in Regard to, and File Copies of all Contracts for the Sale of Coke in Force Dec. 29, 1917.¹

It appearing to the United States Fuel Administrator that in order to more efficiently distribute coke to manufacturers and industries necessary for the successful prosecution of the war that all manufacturers, jobbers, dealers, and distributors of coke be required to make a report of all contracts covering the sale of coke and to file with the United States Fuel Administration copies of all written contracts and affidavits concerning all oral contracts pertaining to the sale of coke, delivered on or after December 29, 1917, and claimed to be bona fide in character and enforceable at law and existing prior to the 29th day of December, 1917,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that all manufacturers, jobbers, dealers, and distributors of coke be and they are hereby required to file with the Contract Section of the Legal Division of the United States Fuel Administration, Washington, D. C., within ten days after the receipt of a copy of this order the following, viz:

1. Exact copies of any and all documents relating to the sale of coke, which it is claimed constitute bona fide contracts enforceable at law and existing prior to December 29, 1917, for the delivery of coke on or after said date.

2. Affidavits by both the seller and purchaser or by some person or persons having authority to act for such seller and purchaser, respectively, setting forth therein all the terms and provisions of any alleged oral contracts claimed to be bona fide in character and enforceable at law and in existence prior to December 29, 1917, for the delivery of coke on or after said date.

3. A report in writing of all contracts existing prior to December 29, 1917, both written and oral, and claimed to be bona fide in character and enforceable at law, pertaining to the sale of coke to be delivered on or after said date, setting forth therein:

- a. The names and addresses of the seller and purchaser under each contract.
- b. Dates of execution or making and expiration of each contract.
- c. Price at which coke sold pursuant thereto was billed by the seller on December 29, 1917, or the nearest date thereto.
- d. The quantity of coke covered by each contract.
- e. The quantity of coke delivered on each contract up to December 29, 1917.
- f. Statement as to whether the purchaser of such coke is the consumer thereof or a dealer therein.

And it is further ordered that all such manufacturers, jobbers, dealers, and distributors of coke furnish to the United States Fuel Administration such other data and information as may be required concerning such alleged contracts from time to time.

Dated this 12th day of June, A. D. 1918.

H. A. GARFIELD,
United States Fuel Administrator.

¹ This order is repeated under Chap. VI, Title I, Section 2.

Order of the United States Fuel Administrator of Aug. 13, 1918, Permitting the Completion, at the Contract Price, of Contracts for the Sale of Charcoal Entered into Prior to July 8, 1918.

WASHINGTON, D. C., August 13, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that contracts relating to charcoal made before the order of said Administrator, dated July 8, 1918, fixing maximum prices for lump and screened charcoal in car-load lots, shall not, in the absence of further express order or regulation by said Administrator, be affected by said order, provided such contracts are bona fide in character and enforceable at law, nor shall said order be construed to impair the right of any shipper to charge and collect the contract price for any shipment of charcoal heretofore or hereafter made under any such contract.

H. A. GARFIELD,
United States Fuel Administrator,
By CYRUS GARNSEY, Jr.,
Asst. United States Fuel Administrator.

Section 2.—Orders Relating to Making Contracts at Prices Subject to Revision.

Statement of the United States Fuel Administrator of Sept. 6, 1917, Issued as Paragraph 4 of Publication No. 5 of the United States Fuel Administration, Suggesting the Making of Sales and Deliveries of Coal at Prices Subject to Revision.

WASHINGTON, D. C., September 6, 1917.

* * * * *

4. Plans are under consideration and will soon be announced whereby production may continue without affecting adversely either the producer or the purchaser pending the examination of applications for revision of prices. Until this plan is announced, it is suggested that sales and deliveries be made at the prices fixed, with a stipulation to the effect that if prices are readjusted settlements shall be made accordingly.

* * * * *

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator, Effective 7 a. m., Nov. 16, 1917, Amending Paragraph 4 of Publication No. 5, and Prohibiting Consignments of Coal at a Price Subject to Revision.

Paragraph 4, Publication No. 5, has been amended as follows:

"Hereafter consignments of coal shall be made on the basis of a fixed price, not subject to revision on account of any subsequent regulation of price by the United States Fuel Administration. This ruling supersedes Paragraph 4, Publication 5."

This order is effective November 16, 1917, at 7 a. m.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 3, 1917, Permitting Sales to be Made to the United States Government, including the United States Transport Service and the Emergency Fleet Corporation, at Prices Subject to Revision.

The United States Fuel Administrator having heretofore, by Paragraph 4, Publication 5, issued September 6, 1917, permitted the sale and delivery of coal at fixed prices subject to revision, and thereafter, by order effective November 16, 1917, prohibited consignments of coal on the basis of fixed prices subject to revision;

And it appearing to the United States Fuel Administrator that in the cases hereinafter named the sale and delivery of coal at fixed prices subject to revision should be permitted;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further order in the premises, sales and deliveries of coal to the United States Government, including the United States Transport Service and the Emergency Fleet Corporation, may be made at the prices fixed with a stipulation to the effect that if prices are readjusted settlements shall be made accordingly.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., December 3, 1917.

Order of the United States Fuel Administrator of Mar. 27, 1918, Directing that Settlements for Coal Sold and Delivered Prior to April 1, 1918, Shall be Made on the Basis of Prices in Effect Prior to Said Date, and Prohibiting Sales of Coal on and after Said Date at Prices Subject to Revision.

WASHINGTON, D. C., March 27, 1918.

The United States Fuel Administrator having heretofore, by Paragraph 4, Publication 5, issued September 6, 1917, permitted the sale and delivery of coal at fixed prices subject to revision, and thereafter, by order effective November 16, 1917, prohibited consignments of coal on the basis of fixed prices subject to revision, and thereafter, as an exception thereto, directed that sales and deliveries of coal to the United States Government, including the United States Transport Service, and the Emergency Fleet Corporation, may be made at the prices fixed with a stipulation that if such prices were thereafter readjusted, settlements should be made accordingly;

And, it appearing to the United States Fuel Administrator that questions have arisen as to the particular fixed price or prices which should govern the settlement of sales and deliveries of coal so made, and that fixed prices, effective on and after a certain date should not be used as a basis for any such settlements, and that there is now no further occasion for the sale of any coal at fixed prices, subject to revision, on account of subsequent price regulations.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that all settlements for coal sold and delivered prior to April 1, 1918, at fixed prices subject to revision on account of subsequent price regulation, shall be made on the basis of the fixed prices prevailing prior to April 1, 1918, and that any readjustment of prices of coal becoming effective on or after April 1, 1918, shall not be used as a basis for such settlement.

And it is further ordered that on and after April 1, 1918, no coal shall be sold or delivered at any fixed price subject to revision on account of any subsequent price regulations.

H. A. GARFIELD,
United States Fuel Administrator.

Section 3.—Orders Relating to the Making of Contracts.

Order of the United States Fuel Administrator of Dec. 24, 1917, Effective 7 a. m., Dec. 29, 1917, Issued as Publication No. 16 of the United States Fuel Administration, Regulating the Making of Contracts by Operators, Producers, and Jobbers of Coal and Coke.

WASHINGTON, D. C., December 24, 1917.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated August 23, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that until further or other order of the United States Fuel Administrator, and subject to modification hereafter from time to time and at any time, the following regulations are established relative to—

CONTRACTS FOR THE SALE OF COAL AND COKE.

A coal or coke operator or producer may, in accordance with these regulations, and not otherwise, make contracts for the sale of coal mined or produced, or of coke produced or made, by him with any consumer or other person including jobbers.

(1) No such contract shall provide for the delivery or supply of coal or coke over a period longer than one year; and such period of one year shall terminate at a date not more than 18 months from the date of actual execution of the contract.

(2) Every such contract for the sale of coal shall provide that the price of any coal delivered thereunder shall, with respect to each shipment of coal under such contract, not exceed the price at the mine as fixed by the President, or by the United States Fuel Administrator under authority of the President, and in effect at the date of such shipment from the mine.¹

(3) Every such contract for the sale of coke shall provide that the price of any coke delivered thereunder shall, with respect to each shipment of coke under such contract, not exceed the price for coke as fixed by the President, or by the United States Fuel Administrator under authority of the President, for the kind of coke specified in the contract, and in effect at the date when such shipment of coke leaves the point at which it is produced or stored.¹

(4) Every such contract shall provide that the same shall be forthwith canceled and of no further binding effect upon either party thereto, upon receipt of a request or an order from the United States Fuel Administrator for such cancellation, and that in case of such cancellation neither party to the contract shall be under any further liability to the other thereunder and that neither shall have any claim against the United States by reason of such contract or the cancellation thereof.

(5) Every such contract shall provide that coal or coke deliverable thereunder shall be subject to requisition by the United States Fuel Administrator, including

Paragraphs (2) and (3) of the "Order of the United States Fuel Administrator regulating the making of contracts by operators, producers, and jobbers of coal and coke," dated December 24, 1917, and effective December 29, 1917, do not restrict or otherwise affect the right of the parties to any contract of the kind mentioned in either of said paragraphs to include in such contract a provision reserving to the operator or producer the power to terminate the same in the event of a reduction in the Government price after the execution of the contract, or such a provision reserving to the consumer or purchaser named in such contract a power to terminate the same in the event of an increase in the Government price after the execution of the contract. (Formal ruling by the United States Fuel Administrator, dated Mar. 4, 1918.)

under the term requisition the right to divert such coal or coke to any other party than the purchaser named in the contract; that such requisition may be made at any time during the continuance of the contract and prior to actual receipt and unloading of the coal or coke so requisitioned, at the point of ultimate destination, by the person entitled thereto under the terms of the contract; that such requisition shall be made at the going Government price at the date of shipment from the mine of the coal so requisitioned or of the shipment of the coke so requisitioned from the place of production or storage thereof, and without other or further liability of the Government to either party to the contract than the payment of such price and freight, so far as either party to the contract may at the time of such requisition or diversion be liable for such freight payment.

(6) A jobber may make contracts for the sale of coal or coke owned by him, or to which he is entitled under contracts made by him with operators or producers in conformity with these regulations, at a price not exceeding the purchase price paid or payable by such jobber for such coal or coke under the limitations of the foregoing paragraphs numbered (2) and (3), plus such commission on coal (not on coke)¹ as may, at the time of the shipment thereof from the mine where such coal is produced, be the then permissible jobber's commission. All such contracts by jobbers for the sale of coal or coke shall conform to the provisions and requirements in the foregoing paragraphs numbered (1), (4), and (5).

(7) Every coal or coke operator or producer and every jobber shall send within 10 days of the execution of any contract by him a certified copy thereof to the United States Fuel Administrator at Washington, D. C., marked "Attention of legal department."¹

CROSS HAULING.

No contract may be made, or if made hereafter will be recognized as valid, by the United States Fuel Administrator, which involves railroad cross hauling of coal, except in the case of gas coal or coal to be used for by-product purposes.

ORAL CONTRACTS.

Oral contracts for the delivery or supply of coal or coke will in no cases be recognized by the Fuel Administrator as valid or binding upon either party thereto and are hereby prohibited.

CANCELLATION AND TERMINATION.

All and any contracts for the sale of coal or coke are subject to cancellation and termination at any time by the President or by the United States Fuel Administrator acting under authority of the President.

This order shall be effective December 29, 1917, 7 a. m.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 26, 1918, Effective 7 a. m., July 29, 1918, Amending Paragraph 1 of Publication No. 16 of the United States Fuel Administration of Dec. 24, 1917, By Authorizing the Making of Contracts for a Period Longer than One Year, Provided Approval of the United States Fuel Administrator is First Obtained.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose

¹ For regulation relative to commissions on sales of coke see Chap. VI, Title I, Section I, Order of Nov. 9, 1917, effective Nov. 10, 1917.

of said Executive Orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that paragraph (1) of the "Order of the United States Fuel Administrator regulating the making of contracts by operators, producers, and jobbers of coal and coke" of December 24, 1917 (Publication No. 16), be amended to read as follows:

(1) No such contract shall provide for the delivery or supply of coal or coke over a period longer than one year; and such period of one year shall terminate at a date not more than 18 months from the date of actual execution of the contract; provided, however, that the United States Fuel Administrator may in his discretion upon application and submission to him of satisfactory evidence specially approve of the making of any particular contract covering a period longer than one year, or without limitation as to date of termination. Any such contract so specially approved shall, however, be subject to all orders, rules, and regulations of the United States Fuel Administrator then or thereafter at any time in force.

This order shall be effective at 7 a. m., on the 29th day of July, A. D. 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., July 26, 1918.

Order of the United States Fuel Administrator of Dec. 31, 1918, Effective Dec. 31, 1918, Vacating Paragraph 1 of the Order of Dec. 24, 1917, issued as Publication No. 16 of the United States Fuel Administration, and Amendments thereto.

WASHINGTON, D. C., December 31, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that paragraph (1) of the order of said Administrator, dated December 24, 1917, entitled "ORDER OF THE UNITED STATES FUEL ADMINISTRATOR REGULATING THE MAKING OF CONTRACTS BY OPERATORS, PRODUCERS, AND JOBBERS OF COAL AND COKE," as amended by order dated July 26, 1918, which said paragraph (1) as amended prohibits the making, without the approval of the United States Fuel Administrator, of any contract providing for the delivery or supply of coal or coke for a period of more than one year, and provides that such period of one year shall terminate not later than eighteen months from the date of the execution of the contract, be, and the same hereby is, canceled and revoked, as to all contracts executed after the effective date of this order.

This order shall be effective December 31, 1918.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Assistant U. S. Fuel Administrator.

TITLE VI.

RETAIL PRICES.¹

Statement of the United States Fuel Administrator of Sept. 6, 1917, Issued as Paragraphs 5 and 6 of Publication No. 5 of the United States Fuel Administration, in regard to the Fixing of Retail Prices.

WASHINGTON, D. C., September 6, 1917.

* * * * *

5. For the purpose of determining a proper basis for sales by retail dealers, local committees will be organized throughout the country. Each committee will investigate and report upon the local situation and advise concerning the regulations to be established. When the price is fixed, the local committee will be asked to superintend its enforcement.

6. The Fuel Administration is preparing a plan of apportionment which will secure to domestic consumers their fair share of the coal supply and at prices which will reflect the prices heretofore promulgated by the President.

* * * * *

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 1, 1917, Establishing Retail Gross Margins and Regulations Governing Retail Dealers.

WASHINGTON, D. C., October 1, 1917.

To all persons, firms, corporations, and associations engaged in the handling and sale of coal or coke at retail, hereinafter referred to as retailers or retail dealers:

The President of the United States in pursuance of the provisions of the act of Congress approved August 10, 1917, entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," and particularly for the purpose of carrying into effect the provisions of said act relating to fuel, having on the 21st day of August, 1917, fixed the price at which bituminous coal may be sold at the mouth of the mine, and having on the 23d day of August, 1917, fixed the price at which certain sizes of anthracite coal may be sold at the mouth of the mine on and after the 1st day of September, 1917, and, by the same order, having fixed the amount which may be paid as commission to jobbers—

Now, in furtherance of the purpose for which said act was passed and by direction of the President of the United States, the Fuel Administrator hereby orders and directs:

On and after the 1st day of October, 1917, in making prices and sales to consumers, the retail gross margin (as hereinafter defined) added by any retail dealer to the average cost (determined as hereinafter provided) of any size or grade of coal or coke for each class of business shall not exceed the average gross margin added by such dealer for the same size or grade for each class of business during the calendar year 1915, plus 30 per cent of said retail gross margin for the calendar year 1915: *Provided, however,* That the retail gross margin added by any retail dealer shall in no case exceed the average added by such dealer for the same size, grade, and class of business during July, 1917.

¹ See also in Chap. IV, Title I, Section 2, Section VIII of the order of Mar. 20, 1918, effective April 1, 1918, in regard to special preparation of coal and the inclusion by retailers of the premium allowed for such preparation. See also Chap. II, Title IV, Sections 4 and 5. See also Chapter III, Title IV, Section 2 (note) relative to the inclusion of a retail gross margin in the basis of settlement for confiscated coal, and Chapter III, Title IX, Section 2, (notes) relative to the inclusion of a Purchasing Agent's Commission in arriving at the retailer's cost for the purpose of determining the retail gross margin.

By this order retailers are required to fix a retail gross margin, which may be less than, but shall not in any instant exceed, the margin added by them in 1915 plus 30 per cent thereof.

DEFINITION OF RETAIL DEALER.

Every person, partnership, corporation, or association physically receiving, handling, and delivering coal or coke to consumers is a retail coal or coke dealer within the meaning of this order.

DEFINITION OF RETAIL GROSS MARGIN.

The retail gross margins of the different classes of retail coal and coke dealers are defined as:

(1) The difference between the price charged by a retail coal or coke dealer to consumers and the average cost of coal or coke to such retailer, free on board railroad cars, at his railroad siding, yard, pocket, or trestle, when such coal or coke is received by him by rail.

(2) The difference between the price charged by a retail coal or coke dealer to consumers and the average cost of coal or coke to such retailer free alongside his wharf, pocket, or water yard, when such coal or coke is received by him by water.

(3) The difference between the price charged by a retail coal or coke dealer to consumers and the average cost of coal or coke to such retailer at wholesalers' pockets, trestles, railroad sidings, mines, tipples, dumps, docks, yards, or wharves.

HOW RETAIL DEALERS SHALL ASCERTAIN AVERAGE COST OF COAL OR COKE.

The average cost of coal or coke to retail dealers, to which the gross retail margin may be added, shall be ascertained by them for each size and grade on the first and sixteenth days of each calendar month, according to the following method:

The tonnage and average cost of coal or coke on hand at the beginning of a period is to be combined with the tonnage and average cost of coal or coke received during the period.

Example.

EGG COAL.

	Tons.	Total cost.	Average cost per ton.
On hand Oct. 1.....	100	\$600.00	\$6.00
Received Oct. 1 to 15, inclusive.....	300	1,500.00	5.00
Total.....	400	2,100.00	5.25
Sold Oct. 1 to 15, inclusive.....	350		
On hand Oct. 16.....	50	282.50	5.25
Received Oct. 16 to 31, inclusive.....	300	1,425.00	4.75
Total.....	350	1,687.50	4.82

In the above example, the average cost per ton of egg coal to which the gross margin should be added for sales during the period October 1 to October 15, inclusive, is \$6; during the period October 16 to 31, inclusive, it is \$5.25; and for sales during the period November 1 to 15, inclusive, the average cost is \$4.82. The same method of computation must be applied by each dealer in ascertaining his average cost of each size and grade of coal or coke.

REPORTS.

From retail dealers in various sections of the country monthly reports will be required by the United States Fuel Administrator and the Federal Trade Commission, on blanks to be supplied for this purpose. On these forms, the dealers must return

the cost of coal or coke received by them, their sales prices, and their gross margins. Whenever necessary, supplementary reports on accounting forms provided therefor will be required to show the actual cost of conducting the retail business and other information which may be required. The accounting forms will contain directions as to returning them to the State fuel administrators.

RETAIL DEALERS BEGINNING BUSINESS SINCE 1915.

Any persons, firms, corporations, or associations not engaged in the retail coal or coke business before January 1, 1916, and consequently unable to determine their retail gross margin during 1915 by the method above described shall return at once to the Fuel Administrator at Washington, D. C., a sworn statement of the average retail gross margin which they have received during the period they have been in business on each grade and size of coal and coke and for each class of business. Pending investigation and action upon this information such retail dealers may continue to sell coal or coke at a gross margin not to exceed the average gross margin which they have received during said period: *Provided, however,* That the above-mentioned increase of 30 per cent shall not be added by them to such margin, and that the retail gross margin added by such persons, firms, corporations, or associations to their average cost of coal or coke shall not in any case exceed the average retail gross margin added by them for the same size, grade, and class of business during the month of July, 1917.

RETAILERS' CONTRACTS WITH CONSUMERS.

Contracts between a retail dealer and a consumer made before this date are not affected by this order, provided that such contracts are bona fide in character and enforceable at law.

In making deliveries of coal or coke under such contracts, a retail dealer will be expected to supply only the minimum amount of any coal or coke which under the terms thereof he can be obliged to deliver, unless and until he has met the reasonable requirements of other consumers desiring to purchase coal or coke from such dealer.

Immediate investigation into the cost of local distribution and the profits of retail dealers will be made by the State fuel administrators acting through local committees and with the aid of accountants. The State fuel administrators will be charged with the duty of recommending to the Fuel Administrator remedies for all abuses and avoidable hardships arising under the operation of this order.

H. A. GARFIELD,
Fuel Administrator.

Regulation of the United States Fuel Administrator, of Oct. 6, 1917, Issued as Paragraph 18 of Publication No. 9 of the United States Fuel Administration, in Regard to the Return of a Sworn Statement of Facts by Retail Dealers showing 1915 Margins.

WASHINGTON, D. C., 6 October, 1917.

The following orders, rulings, and regulations relating to coal prices and governing the sale, shipment, and distribution of coal are promulgated by the United States Fuel Administrator on behalf of the President under the authority of the Act of Congress approved August 10, 1917, entitled "An Act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," and an Executive Order of the President dated August 23, 1917, appointing said Fuel Administrator.

* * * * *

13. Whenever called upon to do so by the Fuel Administrator, all persons, firms, and corporations dealing in and selling coal to consumers at retail, shall return to the Fuel Administrator at Washington, D. C., or otherwise as directed, a sworn statement of facts showing his, her, or its retail margin between the dates of January 1, 1915, and

December 31, 1915, both inclusive, and to furnish such other information as may be required, such returns to be made on a blank form to be furnished by the Fuel Administrator when so requested.

* * * * *

H. A. GARFIELD,
Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 8, 1917, Ratifying Action of State Fuel Administrators in Fixing Retail Prices and Providing for an Appeal from the Orders of the State Fuel Administrators.

The United States Fuel Administrator, acting under an Executive Order of the President of the United States, dated August 23, 1917, appointing said Administrator, and in furtherance of said order and of the Act of Congress therein referred to and approved August 10, 1917, and pursuant to the direction of the President of the United States,

Hereby orders and directs that all retail prices and retail gross margins heretofore and hereafter designated by any State Fuel Administrator or by any local committee with the approval of the State Fuel Administrator, who appointed such committee, are hereby adopted and fixed by the United States Fuel Administrator as the retail prices or retail gross margins for the sale of coal in the locality or by the dealers designated by such Fuel Administrator or Local Committee, subject, however, to modification either by the State Fuel Administrator making or approving the same or by the United States Fuel Administrator; and further subject to all orders, rules and regulations heretofore or hereafter issued or made by the President of the United States or the United States Fuel Administrator or by any State Fuel Administrator affecting the sale, shipment or distribution of coal;

And it is hereby further ordered that any one or more persons who feel aggrieved by the prices heretofore or hereafter designated by any State Fuel Administrator or by any Local Committee may appeal to the United States Fuel Administrator to have such designation of prices or gross margins modified by forwarding to the Legal Department, United States Fuel Administration, at Washington, a verified written petition setting forth in detail the facts relied upon by such petitioner and by forwarding a copy of such petition to the State Fuel Administrator who made or approved the designation of prices or gross margins which it is sought to have modified. Pending the determination of such appeal and until the decision of such an appeal by the U. S. Fuel Administrator, such designated prices or gross margins shall remain in full force and effect unless otherwise ordered by the State or U. S. Fuel Administrator.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., Dec. 8, 1917.

Order of the United States Fuel Administrator of Aug. 16, 1918, Effective 7 a. m., August 17, 1918, Relating to Retail Prices and Retail Gross Margins Designated by State Fuel Administrators, Establishing a Procedure for Appeal from Orders and Regulations of said Administrators Fixing such Prices and Margins, and Vacating the Order of Dec. 8, 1917, Relative to Retail Prices and Retail Gross Margins.

WASHINGTON, D. C., August 16, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs:

(1) That all retail prices and retail gross margins heretofore and hereafter designated by any State Fuel Administrator or by any local committee with the approval of the

State Fuel Administrator, who appointed such committee, are hereby adopted and fixed by the United States Fuel Administrator as the retail prices or retail margins for the sale of coal in the locality or by the dealers designated by such Fuel Administrator or Local Committee, subject, however, to modification either by the State Fuel Administrator making or approving the same or by the United States Fuel Administrator; and further subject to all orders, rules, and regulations heretofore or hereafter issued or made by the President of the United States or the United States Fuel Administrator or by any State Fuel Administrator affecting the sale, shipment, or distribution of coal.

(2) That any one or more persons, partnerships, firms, associations, or corporations feeling themselves aggrieved by any final order of the State Fuel Administrator establishing maximum retail gross margins or prices for coal for retail dealers shall have the right of appeal from such final order to the United States Fuel Administrator at Washington, D. C., provided that all the facts and data concerning such prices complained of shall have first been submitted to the State Fuel Administrator having jurisdiction over such maximum retail gross margins or prices and that said State Fuel Administrator, after considering such facts and data, has refused to modify or change to the satisfaction of the petitioner or petitioners the maximum retail gross margins or prices established.

(3) That any one or more persons, partnerships, firms, associations, or corporations desiring to prosecute an appeal from a final order or a ruling of a State Fuel Administrator, as specified in paragraph (2), shall file a petition with the United States Fuel Administration at Washington, D. C., addressed to the United States Fuel Administrator, which shall be verified by the oath of the petitioner or petitioners, and shall set forth fully and in detail the following facts:

(a) A brief statement of the hearing or hearings had before the State Fuel Administrator and Local Fuel Committees for the purpose of establishing such maximum retail gross margins or prices.

(b) A copy of the final order or ruling issued by said State Fuel Administrator establishing such maximum retail gross margins or prices.

(c) The objections of the petitioner or petitioners to said ruling or order of the State Fuel Administrator giving all reasons for such objections.

(4) That an exact copy of the petition as required by paragraph (3) above, shall at substantially the same time that it is filed with the United States Fuel Administrator also be filed with the State Fuel Administrator from whose order or ruling such appeal is taken.

(5) That such evidence in the way of affidavits, reports, accounts, documents, cost forms, and written statements may be offered at the hearing of the said petition as the petitioner or petitioners or any other party in interest may desire to offer and which the United States Fuel Administrator may deem necessary to require.

(6) That in the event that the petitioner desires to offer oral evidence or statements, he shall file with his petition, as an exhibit, a written statement stating the substance of the proposed oral testimony or statement, which he desires to offer.

(7) That no change in the maximum gross retail margin or prices made by the United States Fuel Administrator upon any appeal shall affect the orders of the State Fuel Administrator appealed from as to sales made prior to the date of the final rulings of the United States Fuel Administrator making such changes.

(8) That all appeals shall be heard in the first instance by the Director of the Bureau of State Organizations, who may, if he desires to do so, call in to join with him in hearing such appeal not more than two other members of the staff of the United States Fuel Administration at Washington, D. C., which shall be known as the "Appeal Board."

(9) That the final rulings or orders of such "Appeal Board" shall be subject to review and revision by the United States Fuel Administrator, but only upon a transcript of the entire record and all of the proceedings before such Appeal Board.

(10) That all expenses and costs of such appeal and application for review shall be paid for by the petitioner or petitioners, and the Appeal Board and the State Fuel Administrator shall, if they deem it necessary, require cash deposits to cover all such costs and expenses.

(11) That the said Appeal Board shall have power to make and establish rules and regulations for the purpose of carrying into effect this order.

(12) That the order of the United States Fuel Administrator of December 8, 1917, relative to retail prices and retail gross margins designated by State Fuel Administrators or local committees (Statement No. 347) is hereby revoked as of the effective date of this order.

This order shall become effective at 7 a. m., on the 17th day of August, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

CHAPTER III.

ORDERS AND REGULATIONS GOVERNING THE DISTRIBUTION OF COAL.¹

TITLE I.

GENERAL AND MISCELLANEOUS ORDERS, REGULATIONS, AND CIRCULARS RELATING TO THE DISTRIBUTION OF BITUMINOUS COAL.

Distribution Program of the United States Fuel Administration for the Coal Year 1918-1919 as Announced in a Circular, dated May 25, 1918, Addressed to all State Fuel Administrators and District Representatives, from the Distribution Division of the United States Fuel Administration.

WASHINGTON, D. C., May 25, 1918.

To State Fuel Administrators and District Representatives:

1. Subject to general instructions and policies which will be laid down from time to time by the Distribution Division of the Fuel Administration at Washington, the State Fuel Administrators will have the entire responsibility and authority for the distribution of the coal allotted to their respective States. The general instructions and policies to be laid down by the Distribution Division will in turn be governed by instructions issued from time to time by the War Industries Board.

2. The system of reports, sections 22 to 29, inclusive, is designed for the purpose of accumulating and compiling information which the State Fuel Administrators and the Distribution Division at Washington will require in order to insure proper regulation of coal distribution during the coming year.

3. From present estimates of the country's coal requirements it seems evident that sufficient coal will not be transported to all parts of the country to satisfy the needs of all consumers. Consequently, in order to insure that there shall be no interference with the country's war program, it is necessary, in view of the threatened shortage, to recognize that certain consumers must have preference in the distribution of coal. The War Industries Board will decide what consumers shall have this preference; but the Fuel Administration at Washington has been asked to assist in the compilation of complete Preference Lists by obtaining reports and recommendations from the State and Local Fuel Administrators.

PREFERENCE LISTS.

4. These Preference Lists will be the crux of the entire coal-distribution plan. To facilitate assembling these lists all consumers of coal, except domestic consumers, will be recorded under the following classifications:

(a) Railroads,

¹ Chapter III deals with the general subject of the distribution of coal. It includes not only orders of the United States Fuel Administrator but also certain statements, form letters, and circulars which throw light on the methods adopted by the United States Fuel Administration to assure, the most efficient and equitable distribution of coal throughout the United States. It includes all regulations regarding jobbers and licensed distributors. While these regulations also affect the price of coal, it was the opinion of the compilers that they were more closely related to the subject of distribution than to price. The chapter excludes, except incidentally, all references to the distribution of coke and petroleum and its products.

- (b) Army and Navy, together with other Departments of the Federal Government,
- (c) State and County Departments and Institutions,
- (d) Public Utilities,
- (e) Retail Dealers,
- (f) Manufacturing plants on War Industries Board's Preference List,
- (g) Manufacturing plants not on War Industries Board's Preference List,
- (h) Jobbers,
- (i) Lake,
- (j) Tidewater.

Classes (a), (b), (c), (d), (e), and (f) will then comprise the Preference Lists and preference in coal shipments will be given to all consumers within these classes in accordance with instructions which the War Industries Board will issue from time to time.

5. All coal originally classified under (h), (i), and (j) will be redistributed, and will finally be classified under some one of the other classifications, except that part which may go for export through Tidewater, or to Canada through the Lakes.

6. The distribution of coal to consumers in Classes (a) and (b) will be handled from Washington. Washington will also supervise shipments to certain plants in Classes (d) and (f) and in such cases proper notification will be given the State Fuel Administration in whose State the plants are located.

ASSEMBLING PREFERENCE LISTS.

7. A list of Class (d) consumers in his State will be furnished each State Fuel Administrator by the Statistical Section of the United States Fuel Administration at Washington, of which Mr. C. E. Leshner is the Manager. This list will give the name, location and requirements for each plant by counties. The State and Local Fuel Administrators will be required to check these lists and make such additions or deductions as they may find necessary to keep the lists complete and accurate. They shall report any such additions or deductions to the Statistical Section.

8. A list of Class (e) consumers in his State will also be furnished each State Fuel Administrator by the Statistical Section, which list will show for each county in the State the name and location of each coal dealer in the county, together with the 1917 tonnage delivered to the customers of each dealer over the greater part of the eastern territory of the country. Some State Fuel Administrators have already assembled lists of anthracite coal dealers, and, where this has been done, the Statistical Section will not send duplicate lists. The State and Local Fuel Administrators will check all Class (e) lists in the same manner as Class (d) lists.

9. A list of Class (f) consumers will be assembled at once in the following manner: The Statistical Section will send out immediately to each manufacturing plant in the country, a postal card questionnaire, in duplicate—one card to be returned to the Statistical Section at Washington, and one to the State Fuel Administrator in whose State the plant is located. Copy of this questionnaire is attached as Form E. From these postal cards each State Fuel Administrator, with the assistance of Local Fuel Administrators, will assemble the lists of Class (f) consumers in his State in accordance with a supplemental letter which State Fuel Administrators will receive covering the Preference List program in greater detail. Copies of these Class (f) lists shall be sent by State Fuel Administrators to the Director State Distribution at Washington daily until completely assembled.

10. The Distribution Division at Washington will supply each District Representative with a complete list of Class (f) consumers for each State included in the District Representative's shipping zone, in conformance with the lists assembled by the State Fuel Administrators.

APPLICATION OF PREFERENCE LISTS.

11. With these lists to guide them State and Local Fuel Administrators and District Representatives are directed to give their attention to building up proper stocks of coal for all consumers in the Preference Classes in accordance with instructions issued by the War Industries Board from time to time, which instructions will be communicated to the State Fuel Administrators and the District Representatives by the Distribution Division at Washington.

12. The weekly reports from consumers (see Forms G and H attached) will prove of great assistance in accomplishing this result, since the State and Local Fuel Administrators, by watching these reports, will be able to direct increased shipments to Preference Class consumers who are not making sufficient gain in their stocks of coal, as well as to check shipments to those consumers under any Class, whose stocks are accumulating too rapidly.

RETAIL DEALER'S DISTRIBUTION.

13. In order to control the distribution of coal to domestic consumers and industrial plants by retail dealers, and wagon mines, they will be required to make a special report to the State Fuel Administrator, shown attached as Form H.

REPORTS FROM WASHINGTON.

14. In addition to the weekly reports received from the District Representatives and the consumers of coal within his state, each State Fuel Administrator will receive from the Statistical Section, at Washington, a weekly report showing the production of coal in the various producing fields, the distribution of coal in his own state, properly classified, the consumption of coal in his own state and the stocks of coal on hand. In this report the totals will be shown for each class of consumers.

ASSISTANCE OF INDIVIDUAL CONSUMERS.

15. Under this plan of distribution each consumer should arrange for shipments from the same source of supply as last year, if possible. When arrangements of this kind can not be made, due to interference by the zoning plan or by a diversion of coal tonnage for war-program requirements, or by any other cause, the consumer should make every effort to form some new connection in a coal-producing district from which a coal supply is available, preferably under a contract arrangement. Coal operators will be urged to make these new contracts with the consumers whenever possible in order to reduce to the minimum the number of applications for assistance to the State and Local Fuel Administrators.

16. When called upon for assistance by a consumer who has been unable to make arrangements for his coal supply the State Fuel Administrator is directed to communicate with a District Representative—never with an individual coal producer—who can ship to the consumer, with the request that, if possible, the District Representative arrange with one of his operators to enter into a contract with the consumer for the amount of coal he requires. If this can not be accomplished, the District Representative shall direct shipments to said consumer in accordance with requisitions which may be received from the State Fuel Administrator from time to time, provided he can do so without violating the instructions from the War Industries Board which may be in effect at the time. In placing these requisitions, the State Fuel Administrator will, of course, take into consideration the total amount of coal which the State can expect to receive from the District Representative under the allotment plan, to be announced by the Distribution Division, and also whether or not the consumer belongs in one of the Preferred Classifications.

17. Whenever a District Representative is unable to fill a requisition from a State Fuel Administrator he shall so advise the State Fuel Administrator, giving the reasons for his inability. In such cases the State Fuel Administrator shall make an effort to secure the coal from other District Representatives who can ship to the consumer, and, if no one of the District Representatives is able to make the shipment, the State Fuel Administrator may, in an emergency, divert coal to the consumer in accordance with Paragraph 25 of the Section of the Distribution Program entitled "Reports." If no emergency exists the matter should be referred to the Director of State Distribution at Washington.

COMMENT.

18. In many states it may be found advantageous to decentralize the State Fuel Administrator's work by making subdivisions within the state, which subdivisions can deal directly with the consumers, the District Representatives and Washington, thereby preventing a congestion of the work in the State Fuel Administrator's office. Whenever a State Fuel Administrator thinks that such subdivisions would be advantageous in his state, he should take the matter up with the Director State Distribution at Washington.

19. As used herein, the expression "District Representative" is intended to include the Manager of shipments from the docks at the head of the Lakes, the Managers of all Tidewater Pools, the Managers of all Terminal Pools, if any, and the Committee appointed to supervise the distribution of anthracite coal.

20. The reports required under this plan are short and simple, but at the same time complete and comprehensive, and the interchange of the information provided therein should greatly facilitate complete coordination between the State Fuel Administrators and the District Representatives. The successful accomplishment of the War Program depends in large measure upon the proper distribution of coal, and, in turn, that proper distribution will depend upon the close and sympathetic cooperation between the State Fuel Administrators and the District Representatives. In putting this revised Distribution Program into effect, the United States Fuel Administration asks for your energetic and enthusiastic support.

REPORTS.

NOTE.—In order to standardize the work of the Fuel Administration all over the country, and in order to reduce to the minimum the number of reports requested from coal consumers, coal producers, jobbers or retailers, or from any member or department of the Fuel Administration, it is intended that the reports set out below shall replace and supersede all report forms now being used in connection with coal distribution.

REPORT FROM MINE OPERATORS TO DISTRICT REPRESENTATIVES.

21. Mine operators shall report, each day, to the District Representatives a list of the cars shipped during the day giving consignee and destination of each car. Mine operators shall also furnish such other information to the District Representatives as is now authorized, relative to contracts with consumers, coal production, car supply, etc.

REPORT FROM DISTRICT REPRESENTATIVES TO STATE FUEL ADMINISTRATORS AND STATISTICAL SECTION.

22. Each District Representative shall send a weekly report to each State Fuel Administrator into whose territory he ships, a copy going to the Statistical Section at Washington at the same time. This report shall show the number of cars shipped into each state during the preceding week, classified as follows:

- (a) Shipments to Railroads,
- (b) Shipments to Army, Navy and other Departments of the Federal Government,

- (c) Shipments to State and County Departments and Institutions,
- (d) Shipments to Public Utilities,
- (e) Shipments to Retail Dealers,
- (f) Shipments to Manufacturing Plants on War Industries Board Preference List,
- (g) Shipments to Manufacturing Plants not on Preference List,
- (h) Shipments to jobbers,
- (i) Shipments to Lake Pools, itemized,
- (j) Shipments to Tidewater Pools, itemized.

NOTE.—These letters are used only for the purpose of reference, in the distribution program as herein set out, and should not be confused with any other reference or index letters. The order in which the above classifications are set out has no bearing on the order in which preference will be accorded. If a State Fuel Administrator desires these reports to show shipments into each of several subdivisions within his state he shall take the matter up with the Director of State Distribution at Washington. As it is extremely desirable that all jobbers should give the mine operators direct assignment for all coal shipped on their orders, shipments under classification (h) will only be permitted under regulations which the Distribution Division will issue from time to time.

REPORT FROM JOBBER TO STATE FUEL ADMINISTRATOR AND STATISTICAL SECTION.

23. In New England and other places where shipments under class (h) may be permitted, it will be necessary for jobbers to report weekly to the State Fuel Administrator, giving a statement, classified in accordance with paragraph 22, of the coal which they distribute during the preceding week. Copies of these reports will be sent to the Statistical Section at Washington.

REPORT COVERING RECONSIGNMENT AND DIVERSION.

24. Any mine operator, coal jobber, transportation company or other person or firm that reconsigns or diverts coal shall report such reconsignment or diversion to the District Representative in whose territory the coal originated. District Representatives in their weekly reports to State Fuel Administrators shall show what reconsignments or diversions occurred during the preceding week and correct their figures accordingly. In all cases where a jobber makes weekly reports to State Fuel Administrators as provided in the preceding section, he shall also report reconsignments or diversions to the State Fuel Administrators as well as to the Statistical Section at Washington instead of to the District Representative.

25. State Fuel Administrators may make diversions of coal consigned to their respective states in the event that such diversions are necessary to relieve emergencies, but in no event shall they divert coal consigned to consumers whose requirements are under direct supervision of Washington, except on specific authority from Washington. In all cases of diversion by a State Fuel Administrator he shall immediately report the diversion to the original consignee, the new consignee, and the District Representative in whose district the coal originated, giving in each case, car number and initial and kind of coal. The District Representative shall transmit this information to the shipper. Local Administrators, when authorized by State Administrators, may make diversion of coal consigned to their respective territories under the same conditions and restrictions as above noted. In such cases they must immediately report to the State Fuel Administrator the same information in regard to the diversion, indicated above, which information will be promptly transmitted by the State Fuel Administrator to all parties affected. In making diversions State Fuel Administrators shall at all times respect the boundaries established by the transportation zone system.

COMPILATION OF INDUSTRIAL PREFERENCE LIST.

26. Each State Fuel Administrator, with the assistance of his Local Fuel Administrators, is hereby directed to compile as promptly as possible a list of all manufacturing plants which are entitled to be on the War Industries Board's Preference List in each community within his State. See supplemental letter dated June 3, 1918, covering the Preference List Program in greater detail. This list will be compiled from returned postal-card questionnaires sent out to all manufacturing plants by the Statistical Section at Washington. This postal card questionnaire is attached as Form E.

27. Copies of these lists as assembled are to be sent forward to the Director of State Distribution at Washington each day and as rapidly as these lists are received at Washington copies will be made for distribution to the District Representatives.

REPORTS FROM CONSUMERS TO STATE FUEL ADMINISTRATORS AND STATISTICAL SECTION.

28. Each consumer in Classes (c) to (g) inclusive is required to make a weekly report in duplicate in regard to his coal situation, one copy going to his State Fuel Administrator, and one copy going to the Statistical Section of the Fuel Administration at Washington. This report will show the amount of coal on hand at the first of each week, the receipts during the week, the consumption (or for retail dealers, the distribution) during the week, the amount of coal on hand at the end of the week, the number of days' supply which this amount of coal on hand represents, and the producing district from which the consumer is receiving coal. The blank for the transmission of this information from Industries and Public Utilities is attached as Form G, and from retail dealers as Form H.

The postal card form on which these reports will be made will be sent in quantity lots direct from the Statistical Section at Washington to the consumer from whom reports are required. In putting this plan into effect the Public Utilities, retail dealers and manufacturing plants consuming over 500 tons per annum will be covered first, followed later by the smaller manufacturing plants.

ALLOTMENT OF COAL BETWEEN STATES.

29. At an early date a statement will be sent from the Fuel Administration at Washington to each State Fuel Administrator advising of his bituminous and anthracite tonnage allotments, exclusive of tonnage required for classes (a) and (b), for the coal year ending March 31, 1919, from each coal producing District, together with the names and addresses of the district Representatives who are to direct the shipments. A similar statement will also be sent by the Fuel Administration to each District Representative giving the tonnage allotment to each State, within his shipping zone, together with the names and addresses of the State Fuel Administrators in each of these states.

UNITED STATES FUEL ADMINISTRATION,
Distribution Division.

Letter from Edwin B. Parker, Priorities Commissioner, to J. D. A. Morrow, General Director of Distribution of the United States Fuel Administration, dated May 22, 1918, Offering Suggestions Relative to the Preparation of a List of Plants Embraced in Preference List No. 1.

WASHINGTON, D. C., May 22, 1918.

MR. J. D. A. MORROW,
General Director of Distribution,
United States Fuel Administration, Washington, D. C.

DEAR MR. MORROW: Referring to our conversation last evening relative to the preparation of a list of plants embraced in Preference List No. 1, I desire to offer the following suggestions:

1. Each State Administrator should prepare a list of the individual plants in his State which, in his opinion, should be classified under the Industries mentioned in Preference List No. 1, dated April 6, 1918. Where there is any doubt as to whether or not any particular plant is entitled to classification as a Preference List industry, such plant should be instructed to file an application with the Priorities Board and it will be considered on its merits.

2. State and Local Fuel Administrators and Fuel Distributors (District Representatives) to notify the Fuel Administration of specific cases which may come to their notice, where plants engaged in war work, or work of exceptional or national importance are not embraced within the Preference List and cannot secure fuel for their current needs. If the Fuel Administration will, in turn, call our attention to such cases they will be promptly investigated and considered and, in proper cases, certified either temporarily or permanently to the Preference List.

If this does not fully cover the matter I shall be glad to have you so advise.

Yours truly,

EDWIN B. PARKER,
Priorities Commissioner.

Circular Letter, dated June 3, 1918, from the Director of the Bureau of State Distribution to all District Representatives Giving Instructions Relative to Preference Rules in Distributing Coal.

WASHINGTON, D. C., June 3, 1918.

Mr.

District Representative.

DEAR SIR: Judge Edwin B. Parker, Priorities Commissioner, of the War Industries Board, instructs us, under date of May 20, to observe the following Preference rules in distributing coal:

1. Distribute coal in amounts sufficient to take care of current requirements of all consumers on the "Preference List." Current requirements means sufficient coal to take care of their daily consumption and, in addition thereto, an amount necessary to build up the reasonable reserves which are required to insure uninterrupted operation. The reserves required will vary with the distance from the source of supply and the available transportation facilities.

2. After making distribution under (1) any remaining coal can go to those consumers not on the Preference List but only in an amount necessary for their daily consumption.

3. After making distribution under (1) and (2) if there should still be a remaining balance of coal it shall be distributed as decided by the State and Local Fuel Administrator, giving preference at all times to the storage requirements of those consumers on the Preference List.

4. The War Industries Board will from time to time establish degrees of preference as between the consumers on the original Preference List. The first degree of preference has already been established and will include railroad fuel, steamship bunkers—exclusive of pleasure craft and by-product plants—and you are hereby instructed to see that shipments go forward to take care of these requirements first.

The State Fuel Administrator will keep you advised as to how shipments should be increased or decreased to individual consumers in order to comply with the above instructions from the War Industries Board and you will be required to see that your operators make shipments accordingly.

Very truly yours,

UNITED STATES FUEL ADMINISTRATION,
By A. M. OGLE,
General Director Distribution.

Letter from A. W. Calloway, Director of the Bureau of Bituminous Distribution, dated June 24, 1918, Addressed to all District Representatives, Relative to the Procedure to be Followed on United States Army Orders.

WASHINGTON, D. C., June 24, 1918.

To all District Representatives:

In order to simplify correspondence in connection with orders for cantonment and camp coal and allotment of same, the following procedure will be followed by the War Department and Fuel Administration:

(a) Quartermasters will make requisitions for coal to the Fuel & Forage Division, War Department.

(b) The Fuel & Forage Division will present all requisitions to the United States Fuel Administration.

(c) The United States Fuel Administration will notify the Fuel & Forage Division as to the names and addresses of the producers with whom the orders have been placed; and this information will be transmitted to the Quartermasters concerned.

(d) All correspondence respecting the details of the shipments, after the above steps have been completed, will be handled directly between the Quartermasters and District Representatives, or, in cases where no District Representatives have been appointed, between the Quartermasters and the producers with whom the orders have been placed.

(e) The Quartermasters will forward to the Fuel & Forage Division copies of all correspondence between them and the District Representatives, and, in cases where no District Representatives have been appointed, between the Quartermasters and the producers with whom the orders have been placed.

Under paragraph "C" the procedure is as follows: The Fuel & Forage Division of the War Department places the order with this office. This office in turn notifies the District Representative that should supply the tonnage, and after the District Representative allots the tonnage to producer or producers in his district and notifies this office, this office then notifies the Fuel & Forage Division of the allotment. After this action is taken, the procedure under paragraphs "D" and "E" follows.

District Representatives, therefore, will work in close touch with the Quartermasters as may be necessary from time to time on camp and cantonment orders.

Yours very truly,

U. S. FUEL ADMINISTRATION,
By A. W. CALLOWAY,
Director, Bituminous Distribution.

Letter from the Director of the Bureau of State Organizations to State Fuel Administrators, Dated Aug. 9, 1918, Relative to the Authority and Responsibility of State Fuel Administrators in the Distribution of Coal.

WASHINGTON, D. C., August 9, 1918.

State Fuel Administrators:

1. Under the new coal budget plan each State Fuel Administrator has been advised of the total amount of coal allotted to his State, the producing districts from which the coal will be shipped and the tonnage which will go forward from each individual producing district. Each District Representative has been correspondingly advised of the amount of coal he is to ship into each State.

2. Each State Fuel Administrator will have the responsibility and authority for the distribution of the coal allotted to his State, except for shipments which will go forward to some few certain plants that will be under the direct supervision of Washington. District Representatives will include tonnage going forward to these particular plants in their reports to State Fuel Administrators and these plants will also be required to make weekly reports to State Fuel Administrators the same as other plants so that State Fuel Administrators will have complete records of the coal moving into their respective States under direction from Washington.

3. All requests for assistance from individuals received at Washington will be referred back to the respective State Fuel Administrators with the exception of requests from plants that are under the direct supervision of Washington.

4. District Representatives have been definitely instructed to honor requisitions received from a State Fuel Administrator provided they can do so without overshipping the State Fuel Administrator's budget.

5. In directing the shipments of coal the State Fuel Administrator will be required to follow the War Industries Board's Preference List instructions, which instruction will be communicated to them by the Director of State Distribution, Alfred M. Ogle.

6. The budgets of coal in various States are all subject to proportionate reduction in the event that the estimated required coal production is not realized. They are also subject to readjustments from time to time as changes in coal requirements may necessitate.

7. Whenever a State Fuel Administrator desires assistance in handling matters of coal distribution he shall call on the Director of State Distribution.

UNITED STATES FUEL ADMINISTRATION,
BUREAU OF STATE ORGANIZATIONS,
By EVANS WOOLLEN, *Acting Director*.

TITLE II.

THE ZONE SYSTEM FOR THE DISTRIBUTION OF BITUMINOUS COAL.¹

Section 1.—General Statement of the Nature and Purpose of the System.

Statement dated Mar. 22, 1918, Issued by the United States Fuel Administration as a Part of Publication No. 21, Explaining the Zone System for the Distribution of Bituminous Coal.

The United States Fuel Administration, in cooperation with the Director General of Railroads, announces a zone system to govern the distribution of bituminous coal during the coal year beginning April 1, 1918.

Heretofore coal has been distributed practically without regard to the distance between the mine and the consumer. Under the zone system coal will be distributed to consuming territory under restrictions that will avoid as far as possible waste of transportation facilities, but nevertheless consistent with the maintenance of the greatest possible production and a proper coal supply to all coal users. Every effort has been made, however, to preserve long-established trade relations.

We must have adequate coal supply in order to win the war, for otherwise we can not make munitions or other war supplies or build ships or use them when built. Without adequate coal supply industries will be stopped, labor will be idle, and homes will go unwarmed.

In view of these necessities and of the serious danger of coal shortage the United States Fuel Administration and the United States Railroad Administration have devoted several months to the study of what can be done to remove the causes which have hampered the enlargement of coal production. It has been found that a factor which has largely diminished the number of cars available for loading in the mines and the number of locomotives available to haul coal is that in a substantial sense the country has been engaged in "carrying coals to Newcastle"; cars and locomotives have been occupied for many unnecessary days in hauling coal hundreds of unnecessary

¹ See also Chapter III, Titles V and VI, for other regulations in regard to the exportation of coal, and Chapter III, Title IV, in regard to Railroad Fuel Supplies.

miles in order to deliver it at places much more accessible to other coal fields, whence coal could be obtained with far less tax upon the transportation energies of the country.

The Fuel and Railroad Administrations have therefore been confronted with the responsibility of deciding whether they shall knowingly be parties to this waste of transportation, which, if not so wasted, could be used so as to make practicable the production of more coal sorely needed to carry on the war. It is clear that in the interest of the Nation there should be a different policy for the future. The coal-zoning plan is the result of this decision.

After prolonged conferences with coal producers, jobbers, and consumers, and with the traffic and operating officials of the railroads, zones have been established so that coal supply shall be normally derived from mines relatively near, thus preventing these abnormal and wasteful transportation movements, insuring more equal distribution of cars to the mines, and more steady employment of mine labor.

The patriotic cooperation of the many interests and individuals who may be affected by this cutting out of unnecessary transportation is confidently hoped for. When a consumer finds that he no longer has the opportunity to get his coal from a distant mine according to his custom, it is hoped that he will realize that his using another sort of coal is an essential part of the scheme of conservation in the interest of the national defense. When a coal producer finds that he no longer has a market to which in the past, regardless of the unnecessarily long haul, he has sent his coal, it is hoped he, too, will realize that the resulting adjustment of his business is in the national interest; that there will be more cars and locomotives, and transportation energy to transport more coal from his mines to the markets he can reach within his zone; that his business in consequence should be increased rather than diminished.

The situation with which the Fuel and Railroad Administrations have thus had to grapple is one of infinite complexity, and no first effort to remove the waste can be perfect, or can fully meet all the constantly changing conditions. Realizing these limitations, the plan as established provides for elasticity through a system of special permits issued by the Fuel Administration when and as necessary.

The general effect of the zone system is to restrict eastern coal to eastern markets and fill the vacancy in the Central and Western States with near-by coal produced in those States.

In addition to the saving in transportation, the system will provide for the possible retention of something like 5,000,000 tons of coal for the Eastern States which heretofore has gone West all rail. This tonnage can be readily utilized in the East. As an indication of the saving to be effected by the system, it will eliminate the movement of more than 2,000,000 tons of Pocahontas coal to Chicago and other western points over a haul of about 660 miles. Chicago can obtain this tonnage of coal, and under this system must obtain most of it from southern Illinois mines, with an average haul of 312 miles. Allowing for the differences in quality in the two coals there will thus be saved 11,400,000 car-miles or very conservatively figured, 285,000 car days. This will permit 14 additional round trips of 20 days each from West Virginia mines to zone destinations, permitting an additional production of at least 700,000 tons of Pocahontas coal.

Similar comparisons show that on the movement of 550,000 tons annually from Kanawha districts to Wisconsin points there can be saved about 2,500,000 car-miles with a consequent increased production of some 300,000 tons. On the movement from southeastern Kentucky to Chicago the saving will be about 800,000 car-miles and 50,000 tons production. The elimination of the Indiana to Iowa movement will save 1,600,000 car-miles and permit 100,000 tons additional production. These are only a few of the instances of transportation saving to be effected by the system.

The movement of bituminous coal which is regulated by the zone system, is about 300,000,000 tons, or 60 per cent of the total production. Based on this production, there will be saved on the round trip from and to the mines almost 160,000,000 car-

miles. This will permit the same cars to make almost 300,000 additional trips from the mines, equivalent to an increase of 5 per cent in the production. The increase in total production in 1917 over 1916 resulting from all efforts was about 8 per cent.

A large part of the coal which the system will prevent from moving West out of the eastern producing districts will be available for use in New England, in so far as it can be transported there. Production in the district supplying New England via all-rail routes can be increased somewhat, but there is difficulty in moving by all-rail routes the amount of coal needed and the capacity of the rail gateways to New England has been nearly reached. Improvements now being made will increase the capacity of the Poughkeepsie Bridge route, but it is impossible to escape the conclusion that provision must be made for a much larger movement by water in 1918 than in 1917 or New England and its people and industries will suffer.

This situation will be made the subject of a separate study by a committee representing the United States Shipping Board, the United States Railroad Administration, the United States Fuel Administrator, coal operators in the territory involved, the railroads involved in the movement of this coal, and consumers in the territory affected.

The restrictions imposed upon the movement of coal by the zone system will make necessary some readjustment in fuel practices in various communities affected by these restrictions. The Fuel Administrator confidently expects the patriotic cooperation of every coal consumer who may be inconvenienced by reason of the use of fuel to which he has not been accustomed. The vast purposes to be served by the savings which the system effects will undoubtedly command the support of every user of coal.

Under regulations of the Fuel Administrator, coal of particular quality or characteristics for a special purpose, such as by-product, gas, blacksmith, and metallurgical coal will be permitted to move by permit beyond the limits imposed by the zone system. Permits will be issued to the individual consumers having need for this special-purpose coal where a supply is not available in the producing districts which are permitted to ship into the consuming zone where the consumer is located. Applications for permits must be made to the Zone Permit Bureau of the United States Fuel Administration in Washington.

The zone system affects all bituminous coal except—

Coal for railroad fuel for which special arrangements will be made by the Fuel Administrator and the Director General of Railroads.

Coal for movement on inland waterways which is in no way restricted by the system.

Coal delivered to Canada, which is subject to regulations of the Fuel Administrator.

Heretofore many of the mines in many of the producing districts throughout the country have been unable to keep up their production in the summer months because of the decreased demand for their product. Under the zone system these producing districts have been allotted consuming territory which will demand a large increase in production. Thus coal which has long been available, but not used, will be added to the aggregate supply for the country as a whole. Consumers in these zones must fill their bins during the coming summer and keep these mines running every day of the week if these zones are to avoid serious coal shortage next winter.

The early buying of next winter's supply of coal by consumers throughout the country is considered imperative by both the Fuel Administrator and the Director General of Railroads.

Ample production capacity has been assigned to each of the consuming zones outlined in the system, but these producing fields must be kept working as nearly as possible at their maximum capacity if the system is to be a success.

The method of enforcement of the zoning system is that the Fuel Administration prohibits distribution beyond the limits of the zone and the railroad administration

supplements these prohibitions by railroad embargoes. When permits shall be issued by the Fuel Administration to admit of distribution beyond the zone limits such permits will operate as exemptions from the embargoes, and the embargoes will so provide.

ZONE PERMIT BUREAU.

The United States Fuel Administration will issue permits for the shipment of coal for special purposes to points outside the zone in which the particular coal desired originates. The purpose of this zone plan is to save transportation by the elimination of unnecessary long hauls and avoidable cross hauls, thereby conserving the car supply and increasing car utility. This should result in an increased production of coal.

The zones apply only to bituminous and cannel coals and do not apply to anthracite coal or coke. Embargoes under this zoning plan will affect shipments of coal in any class of car equipment and will be put into effect jointly by the United States Fuel Administrator and Director General of Railroads on April 1.

It is recognized, however, that some consumers will require, for illuminating or producer gas, by-product coking, metallurgical, smithing, or other particular purposes, special coals which are not produced in the coal districts from which the zoning plan permits shipments to be made. Such requirements will be cared for by permits issued by the United States Fuel Administration upon proper evidence that requests for such permit is warranted:

Application forms may be obtained from the United States Fuel Administration and applicants should be governed by the following instructions:

All applications for permits must be addressed to the United States Fuel Administration, Coal Zone Permit Bureau, Washington, D. C.

Applications must be made by the consumer, stating in detail the necessity for the special coal and amount required during the period for which permit is requested.

In the case of a consumer having more than one plant or requiring special coal from more than one producer, separate applications for permit will be required for shipment from each producer as well as to each plant.

Separate applications for permits will be required for each railroad on which shipments originate.

Permits are revocable at the discretion of the United States Fuel Administrator.

Section 2.—Zone A and Modifications. (1)

Order of the United States Fuel Administrator of March 27, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone A," Regulating the Distribution and Apportionment of Bituminous Coal from Operations in Missouri, Arkansas, Kansas, Oklahoma, and Iowa.

WASHINGTON, D. C., March 27, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and

(1) See also Chapter III, Title II, Section 15, for orders modifying the provisions of the "Zone A" order with respect to shipments of smithing coal.

empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in the different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person firm, corporation or association operating as owner, lessee, or purchaser of the entire output of the mine) of bituminous coal in any of the States of Missouri, Arkansas, Kansas, Oklahoma and Iowa, shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers and for use and consumption within the following described sections of the United States hereinafter called consuming zone, viz:

(1) The States of Nebraska, Kansas, Oklahoma, Missouri, Arkansas; that portion of the State of Iowa on and west of a line coincident with the Chicago, Rock Island & Pacific Railway from Glenville, Minnesota, to Mason City, Iowa, thence coincident with the Chicago, Milwaukee & St. Paul Railway to Nora Junction; thence coincident with the Chicago, Rock Island & Pacific Railway through Waterloo to Cedar Rapids; thence coincident with the Chicago, Milwaukee & St. Paul Railway to Ottumwa; thence coincident with the Chicago, Rock Island & Pacific Railway to Keokuk; that portion of the State of Texas east of the Pecos River; and that portion of the State of Louisiana west of the Mississippi River, and such cities, towns, dealers and consumers as are located, or as have docks, piers, wharves or other facilities for unloading coal, upon the easterly bank of the said river;

Provided, however, that any such producer may ship such a quantity of coal for such special quality, and for such special use or purpose and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further* that this order shall not apply to bituminous coal—

(a) Shipped for use as railroad fuel,

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated zone;

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 18, 1918, Effective April 19, 1918, Modifying, with Respect to Shipments from Operations in Iowa, the Order of March 27, 1918, Establishing Bituminous Coal "Zone A," being Modification No. 1 of said Order.

WASHINGTON, D. C., April 18, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the State of Iowa be permitted to make shipments to points outside of "Zone A" as described in the Order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his order relative to bituminous coal "Zone A" of March 27, 1918, will facilitate the movement of bituminous coal and tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation, or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Iowa, may, in addition to the territory to which they are permitted to ship under "Zone A," sell, ship, and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

That portion of the State of Iowa located east of a line coincident with the Chicago, Rock Island and Pacific Railway from Glenville, Minnesota to Mason City, Iowa; thence coincident with the Chicago, Milwaukee & St. Paul Railway to Nora Junction, Iowa; thence coincident with the Chicago, Rock Island & Pacific Railway through Waterloo to Cedar Rapids Iowa; thence coincident with the Chicago, Milwaukee & St. Paul Railway to Ottumwa, Iowa; thence coincident with the Chicago, Rock Island & Pacific Railway to Keokuk, Iowa.

This order shall be effective on and after April 19, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 28, 1918, Effective July 1, 1918, Modifying, with Respect to Shipments of Slack or Screenings from Operations in Iowa, for a Period of Thirty Days from July 1, 1918, the Order of March 27, 1918, Establishing Bituminous Coal "Zone A," being modification No. 2 of said Order.¹

WASHINGTON, D. C., June 28, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the producing districts of Iowa be permitted to make shipments of bituminous coal slack or screenings for a period of thirty days to points outside of "Zone A," as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone A," of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war.

¹ See the order of August 8, 1918, *infra* in this section, extending the provisions of Modification No. 2, to and including September 30, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Iowa may, in addition to the territory to which they are permitted to ship under "Zone A," sell, ship and distribute for a period of thirty days from the effective date of this order, bituminous coal slack or screenings to dealers and consumers and for use and consumption within the following described section of the United States, viz:

(1) That portion of the States of Minnesota and South Dakota on and south and east of a line coincident with the Minneapolis, St. Paul & Sault Ste. Marie Railway from Carmen Junction, Minnesota, to Minneapolis, Minnesota; thence coincident with the Minneapolis & St. Louis Railway to Norwood, Minnesota; thence coincident with the Chicago, Milwaukee & St. Paul Railway through Ortonville, Minnesota, and Aberdeen, South Dakota to the Missouri River; thence coincident with said river to Sioux City, Iowa.

This order shall be effective on and after July 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 8, 1918, Extending, to and including-Sept. 30, 1918, the Provisions of the Order of June 28, 1918, Modifying the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone A," being Modification No. 2 of said Order.

WASHINGTON, D. C., August 8, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of the United States Fuel Administrator, dated June 28, 1918, entitled "Modification Number Two of order of March 27, 1918, relative to bituminous coal 'Zone A' modifying the provisions of said coal 'Zone A' with respect to the sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the coal producing districts of the State of Iowa, of bituminous coal, slack or screenings to points in the Southern portion of Minnesota and the southeastern portion of South Dakota, for a period of thirty days from the effective date of this order," be, and said order hereby is, continued in full force and effect to and including September 30, 1918.

H. A. GARFIELD,
United States Fuel Administrator,
By CYRUS GARNSEY, Jr.,
Asst. U. S. Fuel Administrator.

Order of the United States Fuel Administrator of July 11, 1918, Effective July 16, 1918, Modifying, with Respect to Shipments from Operations in Iowa the Order of March 27, 1918, establishing Bituminous Coal "Zone A," being Modification No. 3 of said Order.

WASHINGTON, D. C., July 11, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the State of Iowa be permitted to make shipments to points outside of "Zone A" as described in the order of March 27, 1918, and

that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone A" of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Iowa may, in addition to the territory to which they are permitted to ship under "Zone A," sell, ship and distribute such coal to dealers and consumers, for use and consumption within the following described section of the United States, viz:

All stations and points of delivery in the State of South Dakota located along the Chicago and Northwestern Railway between Fairfax and Winner, South Dakota.

This order shall become effective on and after July 16, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 13, 1918, Establishing Bituminous Coal Zone A-1 Regulating the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in the States of Missouri, Arkansas, Kansas, Oklahoma, and Texas, and Vacating all Prior Orders Relative to Bituminous Coal Zone A so far as said Orders Relate to the Distribution of Coal from the Above-described District.

WASHINGTON, D. C., November 13, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal, Bituminous Coal Zone A as heretofore established and modified by said Administrator should be subdivided into two zones to be known respectively as Zone A-1 and Zone A-2, and that the State of Texas should be included in Zone A-1,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of said Administrator dated March 27, 1918, entitled "Order relative to Bituminous Coal 'Zone A' regulating the production, sale, shipment, distribution, and apportionment of bituminous coal, and the method of such production, sale, shipment, distribution, and apportionment by all producers of bituminous coal operating in the coal-producing districts of the States of Missouri, Arkansas, Kansas, Oklahoma, and Iowa," and all modifications and amendments thereof, be, and the same hereby are, vacated and set aside as of the effective date of the regulation hereinafter established, so far as said order and amendments relate to or affect the sale, shipment, and distribution of bituminous coal produced in the producing district hereinafter described, and

Hereby makes and establishes the following regulation, effective November 21, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the States of Missouri, Arkansas, Kansas, Oklahoma, and Texas, hereby designated Producing Zone A-1, shall be sold, shipped, or distributed, except to consumers and for use or consumption within the following-described sections of the United States, viz:

- (1) The State of Nebraska.
- (2) The State of Kansas.
- (3) The State of Oklahoma.
- (4) The State of Missouri.
- (5) The State of Arkansas.
- (6) That portion of the State of Iowa west of a line coincident with the Chicago, Rock Island & Pacific Railway from Glenville, Minnesota, to Mason City, Iowa; thence coincident with the Chicago, Milwaukee & St. Paul Railway to Nora Junction; thence coincident with the Chicago, Rock Island & Pacific Railway through Waterloo to Cedar Rapids; thence coincident with the Chicago, Milwaukee & St. Paul Railway to Ottumwa; thence coincident with the Chicago, Rock Island & Pacific Railway to Keokuk.
- (7) That portion of the State of South Dakota located east and south of a line coincident with the Chicago, Milwaukee & St. Paul Railway from Sioux City, Iowa, through Yankton to Mitchell, South Dakota; thence coincident with the Chicago, St. Paul, Minneapolis & Omaha Railway to Sioux Falls, South Dakota; thence coincident with the Chicago, Milwaukee & St. Paul Railway to Elk Point.
- (8) That portion of the State of Texas east of the Pecos River.
- (9) That portion of the State of Louisiana west of the Mississippi River, and such cities, towns, dealers, and consumers in Louisiana as are located, or have docks, piers, wharves, or other facilities for unloading coal, upon the easterly bank of said river.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone A-1, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of such points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside said Consuming Zone A-1, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone A-1 by wagon or truck, or shipments of such coal

- (a) For use as railroad fuel.
- (b) In whole or in part by inland waterways (other than the Great Lakes), except where such shipment requires a rail movement from the mines to waterways terminating outside Consuming Zone A-1.
- (c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Bituminous coal produced in said Producing Zone A-1, of such special quality, for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone A-1 as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau to such diversion shall first have been obtained.

SECTION VI.

Bituminous coal produced in said Producing Zone A-1 may be sold, shipped, and distributed, for blacksmithing purposes only, in such portions of the United States outside Consuming Zone A-1 as shall be designated in a permit issued to the producer of such coal by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as are, or may be from time to time, prescribed by said Administration. Every such permit shall be revocable by said Coal Zone Permit Bureau at any time.

Any person, firm, association, or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 14, 1918, Establishing Bituminous Coal Zone A-2 Regulating the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in the State of Iowa, and Vacating all Prior Orders Relative to Bituminous Coal Zone A so far as said Orders Relate to the Distribution of Coal from the State of Iowa.

WASHINGTON, D. C., November 14, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal, Bituminous Coal Zone A as heretofore established and modified by said Administrator, should be subdivided into two zones to be known respectively as Zone A-1 and Zone A-2,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of said Administrator dated March 27, 1918, entitled "order relative to Bituminous Coal Zone A regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the coal producing districts of the States of Missouri, Arkansas, Kansas, Oklahoma, and Iowa," and all modifications and amendments thereof, be, and the same are, hereby vacated and set aside as of the effective date of the regulation hereinafter established, so far as said order and amendments relate to or affect the sale, shipment, and distribution of bituminous coal produced in the producing district hereinafter described, and,

Hereby makes and establishes the following regulation, effective November 22, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the State of Iowa, hereby designated Producing Zone A-2, shall be sold, shipped or distributed, except to consumers, and for use or consumption, within the following described sections of the United States, viz:

- (1) The State of Iowa;
- (2) The State of Nebraska;
- (3) The State of Kansas;
- (4) The State of Oklahoma;
- (5) The State of Missouri;
- (6) The State of Arkansas;
- (7) That portion of the State of South Dakota east and south of a line coincident with the Chicago, Milwaukee & St. Paul Railway from Sioux City, Iowa, through Yankton to Mitchell, South Dakota; thence coincident with the Chicago, St. Paul, Minneapolis & Omaha Railway to Sioux Falls, South Dakota; thence coincident with the Chicago, Milwaukee & St. Paul Railway to Elk Point;
- (8) That portion of the State of Texas east of the Pecos River;
- (9) That portion of the State of Louisiana west of the Mississippi River, and such cities, towns, dealers and consumers in said State as are located or have docks, piers wharves or other facilities for unloading coal, upon the easterly bank of the said river;
- (10) All stations and points of delivery in the State of South Dakota located along the Chicago & Northwestern Railway from and including Fairfax to and including Winnar, South Dakota.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone A-2, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of such points.

SECTION III.

Coal consigned in accordance with Section I hereof, shall not be diverted to any point outside said Consuming Zone A-2, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone A-2, by wagon or truck, or shipments of such coal

- (a) For use as railroad fuel;
- (b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone A-2;
- (c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Bituminous coal produced in said Producing Zone A-2, of such special quality for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone A-2 as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accord-

ance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau to such diversion shall first have been obtained.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,
United States Fuel Administrator.

Section 3.—Zone B and Modifications.

Order of the United States Fuel Administrator of March 27, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone B," Regulating the Distribution and Apportionment of Bituminous Coal from Coal Docks or other Facilities Located at Points in Minnesota, the Upper Peninsula of Michigan, and Wisconsin on the Western Bank of Lake Michigan and on Lake Superior.

WASHINGTON, D. C., March 27, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in the different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every shipper (which term shall include every person, firm, corporation or association shipping as owner, lessee or purchaser of any coal from the lake docks) of bituminous coal from any of the coal docks in the States of Minnesota, Upper Peninsula of Michigan, and Wisconsin located along the western bank of Lake Michigan or on Lake Superior, shall except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers and for use and consump-

tion within the following described section of the United States hereinafter called consuming zone, viz:

(1) The States of North Dakota, South Dakota and Minnesota; that portion of the States of Iowa and Wisconsin on the north of a line from Milwaukee, Wisconsin, coincident with the Chicago, Milwaukee and St. Paul Railway, through Milton Junction to Madison, Wisconsin; thence coincident with the Chicago and Northwestern Railway to Woodman, Wisconsin; thence coincident with the Chicago, Milwaukee and St. Paul Railway through North McGregor, Mason City and Rock Valley to Sioux City, Iowa; and the Upper Peninsula of Michigan.

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *Provided further* that this order shall not apply to bituminous coal—

(a) Shipped for use as railroad fuel.

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated zone;

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 18, 1918, Effective April 27, 1918, Modifying, with Respect to Shipments from Coal Docks or other Facilities Located along the Western Bank of Lake Michigan in the State of Wisconsin, the Order of March 27, 1918, Establishing Bituminous Coal "Zone B," being Modification No. 1 of said Order.

WASHINGTON, D. C., April 18, 1918.

It appearing to the United States Fuel Administrator that it is essential that the shippers of bituminous coal from docks located along the Western bank of Lake Michigan in the State of Wisconsin be permitted to make shipment to points outside of "Zone B," as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "Order relative to bituminous coal Zone B" of March 27, 1918, will facilitate the movement of bituminous coal, and tend to prevent scarcity thereof,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every shipper (which term shall include every person, firm, corporation or association shipping as owner, lessee, or purchaser of any coal from the lake docks) of bituminous coal from lake docks located at points along the western bank of Lake Michigan in the State of Wisconsin, in addition to the territory to which they are permitted to ship under "Zone B," may sell, ship, and distribute such coal

to dealers and consumers for use and consumption, within the following described section of the United States, viz:

That portion of the State of Wisconsin on and south and east of a line coincident with the Chicago, Milwaukee & St. Paul Railway from Milwaukee to Waukesha and the Minneapolis, St. Paul & Sault Ste. Marie Railway from Waukesha to the Wisconsin-Illinois State line.

This order shall be effective on and after April 27, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 23, 1918, Effective April 23, 1918, Modifying, with respect to shipments from Coal Docks or other Facilities Located along the Western Bank of Lake Michigan, in the State of Wisconsin, the Order of March 27, 1918, Establishing Bituminous Coal "Zone B," being Modification No. 2 of said Order.

WASHINGTON, D. C., April 23, 1918.

It appearing to the United States Fuel Administrator that the movement of Bituminous coal for Blacksmithing purposes to points beyond the limits of Bituminous coal "Zone B" as established by his order of March 27, 1918, is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the Army and Navy; and that the possible supply of Bituminous coal produced in the United States can be increased by means of the greater utilization of cars, locomotives and other railroad facilities; and that a general permission to move Bituminous coal for Blacksmithing purposes beyond the limit of said Bituminous coal zone, as established by said order of March 27, 1918, and subsequent modifications thereof, will facilitate the movement of Bituminous coal for that purpose, tend to prevent scarcity thereof, and is necessary for the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23rd August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every shipper (which term shall include every person, firm, corporation, or association shipping as owner, lessee or purchaser of any coal from the lake docks) of Bituminous coal from lake docks located at points along the western bank of Lake Michigan in the State of Wisconsin, in addition to the territory to which they are permitted to ship under "Zone B," may sell, ship and distribute such coal from Blacksmithing purposes to dealers and consumers for use and consumption within the following described section of the United States, viz:

That portion of the United States west of the western boundary of North Dakota and South Dakota but not south of the southern boundary of "Zone B" as described in order of March 27, 1918, or subsequent modification thereof.

This order shall be effective on and after April 23, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of May 7, 1918, Effective May 7, 1918, Modifying, with Respect to Shipments for Blacksmithing Purposes from Coal Docks or other Facilities Located at Points in Minnesota, the Upper Peninsula of Michigan, and Wisconsin on the Western bank of Lake Michigan and on Lake Superior, the Order of March 27, 1918, Establishing Bituminous Coal "Zone B", being Modification No. 3 of said Order.

WASHINGTON, D. C., May 7, 1918.

It appearing to the United States Fuel Administrator that the movement of bituminous coal for blacksmithing purposes to points beyond the limits of bituminous coal "Zone B" as established by his order of March 27, 1918, is essential to the national

security and defense, the successful prosecution of the war, and the support and maintenance of the Army and Navy; and that the possible supply of bituminous coal produced in the United States can be increased by means of the greater utilization of cars, locomotives and other railroad facilities; and that a general permission to move bituminous coal for blacksmithing purposes beyond the limits of said bituminous coal zone, as established by said order of March 27, 1918, and of subsequent modifications thereof, will facilitate the movement of bituminous coal for that purpose, tend to prevent scarcity thereof, and is necessary for the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every shipper (which term shall include every person, firm, corporation or association shipping as owner, lessee or purchaser of any coal from the lake docks) of bituminous coal from lake docks in the States of Minnesota, Upper Peninsula of Michigan and Wisconsin located at points along the western bank of Lake Michigan or on Lake Superior, in addition to the territory to which they are permitted to ship under "Zone B", may sell, ship and distribute such coal for blacksmithing purposes to dealers and consumers for use and consumption within the following described sections of the United States, viz:

That portion of the United States west of the western boundary off North Dakota and South Dakota but not south of the southern boundary of "Zone B" as described in order of March 27, 1918, or subsequent modification thereof.

This order shall be effective on and after May 7, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 13, 1918, Effective May 20, 1918, Modifying, with Respect to Shipments from Coal Docks or other Facilities Located at Points in Minnesota and Wisconsin on Lake Superior, the Order of March 27, 1918, Establishing Bituminous Coal "Zone B", being Modification No. 4, of said Order.

WASHINGTON, D. C., May 13, 1918.

It appearing to the United States Fuel Administrator that it is essential that the shippers of bituminous coal from docks located along Lake Superior in the States of Wisconsin and Minnesota be permitted to make shipment to points outside of "Zone B", as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "Order relative to bituminous coal Zone B" of March 27, 1918, will facilitate the movement of bituminous coal, and tend to prevent scarcity thereof.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every shipper (which term shall include every person, firm, corporation or association shipping as owner, lessee, or purchaser of any coal from the lake docks) of bituminous coal from lake docks located at points along

Lake Superior in the States of Wisconsin and Minnesota, in addition to the territory to which they are permitted to ship under "Zone B", may sell, ship, and distribute such coal to dealers and consumers for use and consumption, within the following described section of the United States, viz:

All points in the State of Montana, located along the line of the Minneapolis, St. Paul & Sault Ste. Marie Railway between Westby, Montana, and Whitetail, Montana.

This order shall be effective on and after May 20, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 13, 1918, Effective Nov. 21, 1918, Vacating and Setting Aside all Prior Orders Relative to Bituminous Coal Zone B and Establishing a Regulation of the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal from Coal Docks Located on Points on the Western Shore of Lake Michigan or on Lake Superior in Minnesota, Wisconsin, and the Upper Peninsula of Michigan.

WASHINGTON, D. C., November 13, 1918.

It appearing to the United States Fuel Administrator that the various orders heretofore made by said Administrator relative to Bituminous Coal "Zone B," regulating the sale, shipment, distribution and apportionment of bituminous coal from lake docks in the district hereinafter described, should be revised and embodied in a single regulation.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of said Administrator dated March 27, 1918, entitled "Order relative to Bituminous Coal 'Zone B' regulating the sale, shipment, distribution and apportionment of bituminous coal and the method of such sale, shipment, distribution and apportionment by all shippers of bituminous coal from coal docks or other facilities located at points in the States of Minnesota, upper Peninsula of Michigan, and Wisconsin on the western bank of Lake Michigan and on Lake Superior," and all amendments and modifications of said order, be and the same hereby are vacated and set aside as of the effective date of the regulation hereinafter established; and

Hereby makes and establishes the following regulation effective November 21, 1918. and until further or other order in the premises:

SECTION I.

Except as hereinafter provided no bituminous coal shall be sold, shipped, or distributed from any coal dock located on the western shore of Lake Michigan or on the shores of Lake Superior, in Minnesota, Wisconsin, or the upper peninsula of Michigan, hereby designated Zone B, except to consumers, and for use and consumption, within the following described sections of the United States, viz.:

- (1) The Upper Peninsula of the State of Michigan.
- (2) The State of North Dakota.
- (3) The State of South Dakota.
- (4) The State of Minnesota.
- (5) That portion of the State of Iowa located north of a line coincident with the Chicago, Milwaukee & St. Paul Railway from Sioux City, Iowa, through Rock Valley and Mason City to North McGregor;
- (6) That portion of the State of Wisconsin located north and east of a line coincident with the Chicago, Milwaukee & St. Paul Railway from Prairie du Chien, Wisconsin,

to Woodman; thence coincident with the Chicago & Northwestern Railway to Madison: thence coincident with the Chicago, Milwaukee & St. Paul Railway to Waukegan, Wisconsin; thence coincident with the Minneapolis, St. Paul & Sault Ste. Marie Railway to the southern boundary of Wisconsin.

(7) All stations and points of delivery in the State of Montana located along the line of the Minneapolis, St. Paul & Sault Ste. Marie Railway from and including Westby to and including Whitetail.

SECTION II.

The territory described in Section I is hereby designated Consuming Zone B, and wherever any boundary of this zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in such boundary, and all places within the switching limits of such points.

SECTION III.

Coal consigned in accordance with the terms of Section I hereof shall not be diverted to any point outside said Consuming Zone B, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from lake docks in said Zone B, by wagon or truck, or shipments of such coal

(a) For use as railroad fuel.

(b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone B;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Bituminous coal from lake docks in said Zone B of such special quality, for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone B, as shall be designated in a permit issued by the District Representative of the United States Fuel Administration in and for District No. 18, in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee, unless the consent in writing of said District Representative to such diversion shall first have been obtained.

SECTION VI.

Bituminous coal from lake docks in said Zone B may be sold, shipped, and distributed, for blacksmithing purposes only, in such portions of the United States outside Consuming Zone B as shall be designated in a permit issued to the producer of such coal by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as are, or may be from time to time, prescribed by said Administration. Every such permit shall be revocable by said Coal Zone Permit Bureau at any time.

Any person, firm, association, or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Section 4.—Zone C and Modifications.

Order of the United States Fuel Administrator of March 27, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone C," Regulating the Distribution and Apportionment, during the Period from April 1 to September 30, of Bituminous Coal from Operations in Illinois.

WASHINGTON, D. C., March 27, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the Army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty cars, and the provisions of the necessary supply of such coal for such consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in the different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modifications by him from time to time, and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) bituminous coal in the State of Illinois, during the period from April 1st to September 30th, shall, except as hereinafter provided, sell, ship, and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz:

(1) That portion of the States of Wisconsin, Minnesota, and South Dakota, on and south and east of a line coincident with the Green Bay and Western Railroad from Kewaunee, Wisconsin, to Amherst Junction; thence coincident with Minneapolis, St. Paul & Sault Ste. Marie, through Abbotsford and Chippewa Falls to Minneapolis, Minnesota; thence coincident with the Chicago, Milwaukee & St. Paul Ry., through Benton Junction, Ortonville, Minn., and Aberdeen, South Dak., to the Missouri River; thence coincident with said river to Sioux City, Iowa;

(2) That portion of the States of Iowa and Missouri, on and east of a line from Sioux City, Iowa, coincident with the Chicago, Milwaukee & St. Paul Railway, through Manila and Adel to Des Moines; thence coincident with Chicago, Burlington & Quincy Railroad, to Albia; thence coincident with the Wabash Railway to Moravia, Iowa;

thence coincident with the Chicago, Milwaukee and St. Paul Railway to Chillicothe, Missouri; thence coincident with the Wabash Railway to Moberly; thence coincident with the Missouri, Kansas & Texas Railway to North Jefferson City; thence coincident with the Western boundary of Cole, Miller, and Pulaski counties, Missouri, to the St. Louis-San Francisco Railway thence coincident with St. Louis-San Francisco Railway through Neosho to the Missouri-Oklahoma State Line;

(3) That portion of the State of Arkansas on an north of a line coincident with the Chicago, Rock Island & Pacific Railway from Memphis, Tenn., through Little Rock and Mansfield, Arkansas; also points on the St. Louis, Iron Mountain & Southern Railway and St. Louis Southwestern Railway, south of the said line of the Chicago, Rock Island & Pacific Railway;

(4) All points in the State of Louisiana located on the lines of the St. Louis, Iron Mountain & Southern Railway and the St. Louis Southwestern Railway;

(5) That portion of the States of Tennessee and Kentucky on and west of a line coincident with the Illinois Central Railroad from Memphis, Tenn., through Fulton and Clinton, Kentucky, to Cairo, Illinois;

(6) All of the State of Illinois;

(7) That portion of the States of Indiana and Michigan on the west of a line coincident with the Chicago & Eastern Illinois Railroad from Evansville, Indiana, through Otter Creek Junction and Brazil to Wheatfield; thence coincident with the New York Central Railroad to South Bend; thence coincident with the Michigan Central Railroad to Niles, Michigan; thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to Benton Harbor;

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by United States Fuel Administration;

And, *provided further* that this order shall not apply to bituminous coal—

(a) Shipped for use as railroad fuel,

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes), excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated consuming zone;

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 24, 1918, Effective Oct. 1, 1918, Establishing Bituminous Coal "Zone C," Regulating the Distribution and Apportionment, during the Period from Oct. 1, to Mar. 31, of Bituminous Coal from Operations in Illinois.

WASHINGTON, D. C., April 24, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is because of the locations of the mines and the nature of the commodity,

limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions thereof, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities, and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provisions of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal produced in the various coal fields of the United States, for delivery and consumption thereof in the different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent, either locally or generally, scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time, and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Illinois, during the period from October 1st to March 31st shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz:

(1) That portion of the State of Wisconsin on and south of a line coincident with the Chicago, Milwaukee & St. Paul Railway, from Milwaukee, Wisconsin, through Watertown, Madison and Woodman to Prairie du Chien;

(2) That portion of the States of Iowa and Missouri on and south of the Chicago, Milwaukee & St. Paul Railway (I & D Div) from North McGregor to Sioux City, and on and east of a line from Sioux City coincident with the Chicago, Milwaukee & St. Paul Railway, through Manilla and Adel to Des Moines; thence coincident with the Chicago, Burlington & Quincy Railroad to Albia; thence coincident with the Wabash Railway to Moravia, Iowa; thence coincident with the Chicago, Milwaukee & St. Paul Railway to Chillicothe, Missouri; thence coincident with the Wabash Railway to Moberly; thence coincident with the Missouri, Kansas & Texas Railway to North Jefferson City; thence coincident with the western boundary of Cole, Miller and Pulaski Counties, Missouri, to the St. Louis-San Francisco Railway; thence coincident with the St. Louis-San Francisco Railway through Neosho to the Missouri-Oklahoma State Line;

(3) That portion of the State of Arkansas on and north of a line coincident with the Chicago, Rock Island & Pacific Railway from Memphis, Tennessee, through Little Rock and Mansfield, Arkansas; also points on the St. Louis, Iron Mountain & Southern Railway and St. Louis Southwestern Railway south of said line of the Chicago, Rock Island & Pacific Railway;

(4) All points in the State of Louisiana located on the lines of the St. Louis, Iron Mountain & Southern Railway and St. Louis, Southwestern Railway.

(5) That portion of the States of Tennessee and Kentucky on and west of a line coincident with the Illinois Central Railroad from Memphis, Tennessee through Fulton and Clinton, Kentucky, to Cairo, Illinois;

(6) All of the State of Illinois;

(7) That portion of the States of Indiana and Michigan on and west of a line coincident with the Chicago & Eastern Illinois Railway from Evansville, Indiana, through Otter Creek Junction and Brazil to Wheatfield; thence coincident with the New York Central Railroad to South Bend; thence coincident with the Michigan Central Railroad to Niles, Michigan; thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to Benton Harbor.

Provided, however, that such producers may, during the period from October 1st, to March 31st, in addition to the territory outlined previously in this order to which they are permitted to ship, under this zone, sell, ship and distribute industrial and steam coal to dealers and consumers and for use and consumption within the following described section of the United States, viz;

That portion of the States of South Dakota, Minnesota, Iowa and Wisconsin, located on and within the following described boundary lines;

On and south and east of a line coincident with the Chicago, Milwaukee & St. Paul Railway from Hudson, South Dakota, to Sioux Falls, South Dakota; thence coincident with the Great Northern Railway through Pipestone, Minnesota, to Granite Falls, Minnesota; thence coincident with the Chicago, Milwaukee & St. Paul Railway, through Benton Junction to Norwood, Minnesota; thence coincident with the Minneapolis & St. Louis Railway to Minneapolis, Minnesota; thence coincident with the Minneapolis, St. Paul & Sault Ste. Marie Railway through Chippewa Falls and Abbottsford to Amherst Junction, Wisconsin; thence coincident with the Green Bay & Western Railroad to Kewaunee, Wisconsin.

Provided, further, that the producers of bituminous coal located in Vermillion County, State of Illinois having operations along the Wabash Railway may, in addition to the territory to which they are permitted to ship under this zone, sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

All stations and points of delivery located on the Wabash Railway in the State of Indiana, including all points of delivery within switching limits on all other railway lines connecting therewith.

Provided, further, that the producers of bituminous coal located in Sangamon County, State of Illinois, having operations along the Cincinnati, Indianapolis & Western Railroad may, in addition to the territory to which they are permitted to ship under this zone, sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

All stations and points of delivery located on the Cincinnati, Indianapolis & Western Railroad as far east in the State of Indiana as to and including Indianapolis, including all points of delivery within the switching limits of other railway lines connecting therewith.

Provided, further, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration.

And, *provided further,* that this order shall not apply to bituminous coal—

(a) Shipped for use as railroad fuel.

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes), excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated zone.

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after October 1st, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 1, 1918, Effective April 1, 1918, Modifying, with Respect to Shipments from Operations on the Wabash Railway, in Vermillion County, Illinois, the Order of March 27, 1918, Establishing Bituminous Coal "Zone C," being Modification No. 1 of said Order.

WASHINGTON, D. C., April 1, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in Vermillion County, Illinois, along the Wabash Railway, be permitted to make shipments to points outside of "Zone C," as described in the order of March 27, 1918, and that further apportionment of Bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to Bituminous coal Zone C" of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation, or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal, in Vermillion County, State of Illinois, having operations located along the Wabash Railway, may, in addition to the territory to which they are permitted to ship under "Zone C," sell, ship, and distribute such coal to dealers and consumers, and for use and consumption within the following described section of the United States, viz:

All stations and points of delivery located on the Wabash Railway within the state of Indiana, including all points of delivery within switching limits on other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 16, 1918, Effective April 27, 1918, Modifying, with the Respect to Shipments from Operations on the Cincinnati, Indianapolis & Western Railroad, in Sangamon County, Illinois, the Order of March 27, 1918, Establishing Bituminous Coal "Zone C", being Modification No. 2 of said Order.

WASHINGTON, D. C., April 16, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in Sangamon County, Illinois, along the Cincinnati, Indianapolis and Western Railroad, be permitted to make shipments to points outside of "Zone C" as described in the order of March 27th, 1918, and that further apportionment of Bituminous coal in that portion of the so-called "Zoning

System" covered by his "Order relative to Bituminous Coal Zone C" of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time hereafter, every producer (which term includes every person, firm, corporation or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal, in Sangamon County, State of Illinois, having operations located along the Cincinnati, Indianapolis and Western Railroad, may, in addition to the territory to which they are permitted to ship under "Zone C", sell, ship, and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

All stations and points of delivery located on the Cincinnati, Indianapolis & Western Railroad as far East in the State of Indiana as to and include Indianapolis and including all points of delivery within switching limits on other railway lines connecting therewith.

This order shall be effective on and after April 16, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 18, 1918, Effective April 29, 1918, Modifying, with Respect to Shipments from Operations in Illinois, the Order of March 27, 1918, Establishing Bituminous Coal "Zone C", being Modification No. 3 of said Order.

WASHINGTON, D. C., April 18, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal operating in the coal-producing districts of Illinois be temporarily prohibited from making shipments to a certain section of the State of Iowa included in "Zone C" as described in the Order of March 27, 1918, and that the apportionment of Bituminous coal in that portion of the so-called "Zoning System" covered by his "Order relative to Bituminous coal Zone C" of March 27, 1918, will facilitate the movement of bituminous coal, and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modifications by him from time to time, and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Illinois, shall, except as provided in the order of March 27, 1918, sell, ship, and distribute such coal within the State of Iowa only to dealers and consumers and for use and consumption within the following described section, viz:

That portion of the State of Iowa on and within the following boundary lines—

On and north and east of a line coincident with the Illinois Central Railroad from Sioux City through Fort Dodge to Ackley, Iowa; thence coincident with the Minne-

apolis and St. Louis Railroad through Marshalltown to Albia; thence coincident with the Wabash Railway to Moravia; thence coincident with the Chicago, Milwaukee & St. Paul Railway on the line to Chillicothe, Missouri.

This order shall be effective on and after April 29, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 24, 1918, Effective May 1, 1918, Modifying, with Respect to Shipments from Operations in Illinois, the Order of March 27, 1918, Establishing Bituminous Coal "Zone C," being Modification No. 4 of said Order.

WASHINGTON, D. C., April 24, 1918.

It appearing to the United States Fuel Administrator, that it is essential that the producers of bituminous coal, located in the State of Illinois, be permitted to make shipments of bituminous coal to points outside of "Zone C," during the period April 1st, to September 30th, as described in the order of March 27, 1918, and that further apportionment of industrial and steam bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone C" of March 27th, 1918, will facilitate the movement of bituminous coal and tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated August 23, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the State of Illinois, may, during the period April 1st, to September 30th, in addition to the territory to which they are permitted to ship under "Zone C" as described in the order of March 27, sell, ship, and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

To all points located on the line of the Minneapolis and St. Louis Railroad between Norwood, Minnesota, and Minneapolis, Minnesota.

This order shall be effective on and after May 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 28, 1918, Effective July 1, 1918, Modifying, for a Period of Sixty Days, with Respect to Shipments of Slack or Screenings from Operations in Illinois, the Order of March 27, 1918, Establishing Bituminous Coal "Zone C," being Modification No. 5 of said Order.

WASHINGTON, D. C., June 28, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the producing districts of Illinois be permitted to make shipments of bituminous coal slack or screenings for a period of sixty days to points outside of "Zone C" as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone C," of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated August 23, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Illinois may, in addition to the territory to which they are permitted to ship under "Zone C," sell, ship and distribute for a period of sixty days from the effective date of this order, bituminous coal slack or screenings to dealers and consumers and for use within the following described section of the United States, viz:

(1) All of the lower peninsula of the State of Michigan, and

(2) That portion of the State of Wisconsin on and north of a line coincident with the Green Bay & Western Railroad from Kewaunee, Wisconsin, to Amherst Junction; thence coincident with the Minneapolis, St. Paul & Sault Ste. Marie Railway through Abbottsford and Chippewa Falls, Wisconsin, to Minneapolis, Minnesota.

This order shall be effective on and after July 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 11, 1918, Effective July 16, 1918, Modifying, with Respect to Shipments from Operations along the Mobile & Ohio Railroad and Short Line Connections in Illinois, the Order of March 27, 1918 Establishing Bituminous Coal "Zone C", being Modification No. 6 of said Order.

WASHINGTON, D. C., July 11, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal in Illinois located along the Mobile & Ohio Railroad and short line connections, be permitted to make shipments to points outside of "Zone C" as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone C" of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Illinois, located along the Mobile & Ohio Railroad and short line connections in Illinois may, in addition to the territory to which they are permitted to ship under "Zone C", sell, ship and distribute such coal to dealers and consumers, for use and consumption within the following described section of the United States, viz:

All stations and points of delivery located on the Mobile & Ohio Railroad and short line connections within the States of Tennessee and Mississippi, as far as to include

Meridian, Mississippi, including all points of delivery within switching limits on other railway lines connecting therewith.

This order shall be effective on and after July 16, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 25, 1918, Effective July 31, 1918, Modifying, during the Period from July 31 to October 1, 1918 with Respect to Shipments from Operations in Illinois, the Order of March 27, 1918, Establishing Coal "Zone C", being Modification No. 7 of said Order.

WASHINGTON, D. C., July 25, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the producing districts of Illinois be permitted to make shipments of bituminous coal during the period from the effective date of this order to October 1, 1918, to points outside of "Zone C" as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone C" of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Illinois may, in addition to the territory to which they are permitted to ship under "Zone C", sell, ship and distribute bituminous coal during the period from the effective date of this order to October 1, 1918, to dealers and consumers for use and consumption within the following described section of the United States, viz:

All points located in the lower peninsula of Michigan.

This order shall be effective on and after July 31, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 4, 1918, Effective Sept. 4, 1918, Modifying with Respect to Shipments of Slack or Screenings, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone C", being Modification No. 8 of said Order.

WASHINGTON, D. C., September 4, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the producing districts of Illinois be permitted to continue shipments of bituminous coal slack or screenings until further notice to points outside of "Zone C" as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone C" of March 27, 1918 and his "modification number five" thereof of June 28, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Illinois may, in addition to the territory to which they are permitted to ship under "Zone C", continue to sell, ship and distribute, as provided in said order of June 28, 1918, until further notice, bituminous coal slack or screenings to dealers and consumers for use and consumption within the following described section of the United States, viz:

That portion of the State of Wisconsin on and north of a line coincident with the Green Bay & Western Railroad from Kewaunee, Wisconsin to Amherst Junction; thence coincident with the Minneapolis, St. Paul & Sault Ste. Marie Railway through Abbottsford and Chippewa Falls, Wisconsin, to Minneapolis, Minnesota.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 14, 1918, Effective Nov. 22, 1918, Vacating all Prior Orders Relative to Bituminous Coal Zone C, and Establishing a Regulation of the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in the State of Illinois.

WASHINGTON, D. C., November 14, 1918.

It appearing to the United States Fuel Administrator that the various orders heretofore made by said Administrator relative to Bituminous Coal Zone C, regulating the sale, shipment, distribution, and apportionment of bituminous coal produced in the State of Illinois, should be revised and embodied in a single regulation,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of said Administrator, dated March 27, 1918, entitled "Order relative to Bituminous Coal 'Zone C' regulating the production, sale, shipment, distribution, and apportionment of bituminous coal and the method of such production, sale, shipment, distribution, and apportionment during the period from April 1 to September 30, by all producers of bituminous coal operating in the coal producing districts of the State of Illinois," and all amendments and modifications of said order, be and the same hereby are vacated and set aside as of the effective date of the regulation hereinafter established, and

Hereby makes and establishes the following regulation effective November 22, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the State of Illinois, hereby designated Producing Zone C, shall be sold, shipped or distributed, except to consumers, and for use or consumption within the following-described sections of the United States, viz:

(1) That portion of the State of Wisconsin south of a line coincident with the Green Bay and Western Railroad from Kewaunee, Wisconsin, to Amherst Junction; thence

coincident with the Minneapolis, St. Paul & Sault Ste. Marie Railway, through Abbottsford and Chippewa Falls to the western boundary of Wisconsin;

(2) That portion of the State of Minnesota south of a line coincident with the Minneapolis, St. Paul & Sault Ste. Marie Railway from the eastern boundary of Minnesota through Carnelian Junction, Minnesota, to Minneapolis, Minnesota; thence coincident with the Minneapolis & St. Louis Railroad to Norwood, Minnesota; thence coincident with the Chicago, Milwaukee & St. Paul Railway to Ortonville, Minnesota;

(3) That portion of the State of Iowa located north and east of a line coincident with the Illinois Central Railroad from Sioux City through Fort Dodge to Ackley, Iowa; thence coincident with the Minneapolis & St. Louis Railroad through Marshalltown to Albia; thence coincident with the Wabash Railroad to Moravia; thence coincident with the Chicago, Milwaukee & St. Paul Railway through Sewal to the southern boundary of Iowa;

(4) That portion of the State of Missouri east of a line coincident with the Chicago, Milwaukee & St. Paul Railway from Powersville, Missouri, to Chillicothe; thence coincident with the Wabash Railway to Moberly; thence coincident with the Missouri, Kansas & Texas Railway to North Jefferson City; thence coincident with the western boundary of Cole, Miller, and Pulaski Counties, Missouri, to the St. Louis-San Francisco Railway; thence coincident with the St. Louis-San Francisco Railway through Neosho, to the southern boundary of Missouri;

(5) That portion of the State of Arkansas north of a line coincident with the Chicago, Rock Island & Pacific Railway from Memphis, Tennessee, through Little Rock and Mansfield, Arkansas to the western boundary of Arkansas; also points on the St. Louis, Iron Mountain & Southern Railway and St. Louis Southwestern Railway south of the said line of the Chicago, Rock Island & Pacific Railway;

(6) All points in the State of Louisiana located on the lines of the St. Louis, Iron Mountain & Southern Railway and the St. Louis Southwestern Railway;

(7) That portion of the States of Tennessee and Kentucky west of a line coincident with the Illinois Central Railroad from Memphis, Tennessee, through Fulton and Clinton, Kentucky, to Cairo, Illinois;

(8) The State of Illinois;

(9) That portion of the State of Indiana west of a line coincident with the Chicago & Eastern Illinois Railroad from Evansville, Indiana, through Otter Creek Junction and Brazil to Wheatfield; thence coincident with the New York Central Railroad to South Bend; thence coincident with the Michigan Central Railroad to the northern boundary of Indiana;

(10) The lower peninsula of the State of Michigan.

Provided, however, that the producers of bituminous coal in the State of Illinois having operations located along the Mobile & Ohio Railroad and its short line connections, may also sell, ship, and distribute such coal for use and consumption within the following-described section of the United States, viz:

All stations and points of delivery located on the Mobile & Ohio Railroad and its short line connections within the States of Tennessee and Mississippi, to and including Meridian, Mississippi, and all places within switching limits of such points, and

Provided, further, that the producers of bituminous coal in the State of Illinois having operations located along the Wabash Railway in Vermilion County may also sell, ship, and distribute such coal for use and consumption within the following-described section of the United States, viz:

All stations and points of delivery located on the Wabash Railway within the State of Indiana, and all places within switching limits of such points, and

Provided, further, that the producers of bituminous coal in the State of Illinois having operations located along the Cincinnati, Indianapolis & Western Railroad in Sangamon County may also sell, ship and distribute such coal for use and consumption within the following-described sections of the United States, viz:

All stations and points of delivery in Indiana located along the Cincinnati, Indianapolis & Western Railroad to and including Indianapolis, and all places within switching limits of such points.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone C, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in such boundary, and all places within the switching limits of such points.

SECTION III.

Coal consigned in accordance with the terms of Section I hereof shall not be diverted to any point outside said Consuming Zone C, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone C, by wagon or truck, or shipments of such coal

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone C;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Coal produced in said Producing Zone C, of such special quality, for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone C as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee, unless the consent in writing of said Coal Zone Permit Bureau to such diversion shall first have been obtained.

Any person, firm, association, or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Section 5.—Zone D and Modifications.

Order of the United States Fuel Administrator of March 27, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone D," Regulating the Distribution and Apportionment of Bituminous Coal from Operations in Indiana.

WASHINGTON, D. C., March 27, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bitumi-

nous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in the different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the State of Indiana, shall, except as hereinafter provided, sell, ship, and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States, hereinafter called consuming zone, viz: that portion of the States of Illinois, Indiana, Kentucky, Wisconsin and Michigan on and within the following boundary lines:

1. On the East, from Joppa, Illinois, on a line coincident with the Ohio River (both banks) to Madison, Indiana; thence coincident with the Pittsburgh, Cincinnati, Chicago and St. Louis Railway to North Vernon; thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to Rushville; thence coincident with the Pittsburgh, Cincinnati, Chicago & St. Louis Railway through Richmond to the Indiana-Ohio State Line; thence coincident with the Indiana-Ohio State Line North to the Southern boundary of Michigan; thence coincident with the New York Central Railroad through Jackson, Michigan, to Lansing; thence coincident with the Pere Marquette Railway to Howard City; thence coincident with the Grand Rapids & Indiana Railway to Mackinaw City, Michigan;

2. On the West, from Joppa, Illinois, coincident with the Chicago & Eastern Illinois Railway to Arthur, Illinois; thence coincident with the Vandalia Railroad to Peoria, thence coincident with the Chicago & Northwestern Railway through Nelson, Sycamore and Belvidere, Illinois to Beloit, Wisconsin; thence coincident with the Chicago, Milwaukee & St. Paul Railway through Elkhorn and Waukesha to Milwaukee, Wisconsin.

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such

consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, provided further that this order shall not apply to bituminous coal.

(a) Shipped for use as railroad fuel,

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated zone;

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 23, 1917, Effective April 23, 1918, Modifying, with Respect to Shipments in Box Cars, from Operations in Indiana, the Order of March 27, 1918, Establishing Bituminous Coal "Zone D," being Modification No. 1 of said Order.

WASHINGTON, D. C., April 23, 1918.

It appearing to the United States Fuel Administrator, that further apportionment of Bituminous coal in that portion of the so-called "Zone D" covered by his "Order relative to Bituminous Coal "Zone D", of March 27, 1918" will facilitate the movement of Bituminous coal, tend to prevent scarcity thereof and is necessary for the production of a sufficient quantity of Bituminous coal to aid in the successful prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917;

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, producers (which term includes every person, firm, corporation and association operating as owner, lessee or purchaser of the entire output of a mine) of Bituminous coal operating in the coal producing districts in Indiana may in addition to the consuming zone to which they may sell, ship and distribute coal under the order of March 27, 1918, relative to Bituminous coal "Zone D" sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

(1) West bound to all points reached via the car ferries of the (a) Grand Trunk Railway operating between Grand Haven, Mich. and Milwaukee, Wis. (b) Pere Marquette Railway operating between Ludington, Mich., and Manitowoc, Wis., and between Ludington, Mich., and Milwaukee, Wis., (c) Ann Arbor Steamship Company operating between Frankfort, Mich., and Manistique, Mich., between Frankfort, Mich., and Menominee, Mich., between Frankfort, Mich., and Kewaunee, Wis., and between Frankfort, Mich., and Manitowoc, Wis.

Provided however that shipments made in accordance with this order shall be permitted only when coal is loaded in returning box cars or returning stock cars.

This order shall be effective on and after April 23, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 18, 1918, Effective June 1, 1918, Modifying, with Respect to Shipments from Operations in Indiana, the Order of March 27, 1918, Establishing Bituminous Coal Zone "D," being Modification No. 2 of said Order.

WASHINGTON, D. C., May 18, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal, located in the State of Indiana, be permitted to make shipments of bituminous coal to points outside of "Zone D," as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone D," of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917:

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, producers (which term includes every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal operating in the coal producing districts in the State of Indiana may, in addition to the territory to which they are permitted to ship under "Zone D" as described in the order of March 27, 1918, sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

All points in the State of Indiana located east of a line coincident with the Pittsburgh, Cincinnati, Chicago and St. Louis Railway from Madison, Indiana, to North Vernon, Indiana; thence coincident with the Cleveland, Cincinnati, Chicago and St. Louis Railway to Rushville, Indiana; thence coincident with the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, through Richmond to the Indiana-Ohio state line.

This order shall be effective on and after June 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 8, 1918, Effective June 15, 1918, Modifying, with Respect to Shipments of Slack or Screenings from Operations in Indiana, the Order of March 27, 1918, Establishing Bituminous Coal "Zone D," being Modification No. 3 of said Order.

WASHINGTON, D. C., June 8, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the producing district of Indiana be permitted to make shipments of bituminous coal, slack or screenings for a period of sixty days to points outside of "Zone D," as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone D," of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said

Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1918,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Indiana may, in addition to the territory to which they are permitted to ship under "Zone D," sell, ship and distribute for a period of sixty days from the effective date of this order, bituminous coal, slack or screenings to dealers and consumers and for use and consumption within the following described section of the United States, viz:

(1) That portion of the lower peninsula of the State of Michigan on and within the following boundary lines: On and east of a line coincident with the New York Central Railroad through Jackson, Michigan, to Lansing; thence coincident with the Pere Marquette Railway to Howard City; thence coincident with the Grand Rapids & Indiana Railway to Mackinaw City, Michigan, and

(2) That portion of the State of Ohio located on and within the following boundary lines: On a line coincident with the Norfolk & Western Railway from Portsmouth, Ohio, to Columbus, Ohio; thence coincident with the Hocking Valley Railway to Toledo, Ohio; thence coincident with the Detroit & Toledo Shore Line Railway to the Ohio-Michigan state line.

This order shall be effective on and after June 15, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 25, 1918, Effective July 31, 1918, Modifying, during the Period from July 31, 1918, to October 1, 1918, with Respect to Shipments from Operations in Indiana, the Order of March 27, 1918, Establishing Bituminous Coal "Zone D," being Modification No. 4 of said Order.

WASHINGTON, D. C., July 25, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the producing districts of Indiana be permitted to make shipments of bituminous coal during the period from the effective date of this order to October 1, 1918, to points outside of "Zone D" as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone D" of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Indiana may, in addition to the territory to which they are permitted to ship under "Zone D," sell, ship and distribute bituminous coal during the period from the effective date of this order

until October 1, 1918, to dealers and consumers and for use and consumption within the following described section of the United States, viz:

That portion of the lower peninsula of the State of Michigan east of a line coincident with the New York Central Railroad through Jackson, Michigan to Lansing; thence coincident with the Pere Marquette Railway to Howard City; thence coincident with the Grand Rapids & Indiana Railway to Mackinaw City, Michigan.

This order shall be effective on and after July 31, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 23, 1918, Effective Aug. 23, 1918, Modifying, with Respect to Shipments of Slack or Screenings, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone D" being Modification No. 4 of said Order.¹

WASHINGTON, D. C., August 23, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the producing districts of Indiana be permitted to continue shipments of bituminous coal, slack or screenings until October 1, 1918, to points outside of "Zone D," as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone D," of March 27, 1918, and his "modification number three" thereof of June 8, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1918,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of Indiana may, in addition to the territory to which they are permitted to ship under "Zone D," continue to sell, ship and distribute, as provided in said order of June 8, 1918, until October 1, 1918, bituminous coal slack or screenings to dealers and consumers, and for use and consumption within the following described section of the United States, viz:

That portion of the State of Ohio located on and within the following boundary lines, to wit: On a line coincident with the Norfolk & Western Railway from Portsmouth, Ohio, to Columbus, Ohio; thence coincident with the Hocking Valley Railway to Toledo, Ohio; thence coincident with the Detroit & Toledo Shore Line Railway to the Ohio-Michigan state line.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 10, 1918, Effective Oct. 10, 1918, Vacating and Setting Aside all Prior Orders Relative to Bituminous Coal "Zone D" and Establishing a Regulation of the Sale, Shipment, Distribution and Apportionment of Bituminous Coal Produced in the State of Indiana.

WASHINGTON, D. C., October 10, 1918.

It appearing to the United States Fuel Administrator that the various orders heretofore made by said administrator relative to Bituminous Coal "Zone D", regulating

¹ This order was erroneously entitled Modification No. 4 of "Zone D". It is in fact the fifth modification. For the fourth modification see the preceding order.

the sale, shipment, distribution and apportionment of bituminous coal produced in the State of Indiana, should be revised and embodied in a single regulation,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the Order of said Administrator, dated March 27, 1918, entitled "Order relative to Bituminous Coal 'Zone D' regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the coal producing districts of the State of Indiana", and all amendments and modifications of said order, be and the same hereby are vacated and set aside as of the effective date of the regulation hereinafter established, and

Hereby makes and establishes the following regulation effective October 10, 1918; and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the State of Indiana, hereby designated Producing Zone D, shall be sold, shipped or distributed, except to consumers and for use or consumption within the following described sections of the United States, viz.:

(1) That portion of the State of Illinois located east of a line coincident with the Chicago & Eastern Illinois Railway from Joppa, Illinois, to Arthur, Illinois, thence coincident with the Vandalia Railroad to Peoria, Illinois, thence coincident with the Chicago & Northwestern Railway through Nelson, Sycamore and Belvidere, Illinois, to the northern boundary of Illinois.

(2) That portion of the State of Wisconsin located east and south of a line coincident, from the southern boundary of the State of Wisconsin, with the line of the Chicago & Northwestern Railroad from Belvidere, Illinois, to Beloit, Wisconsin, thence coincident with the Chicago, Milwaukee & St. Paul Railway through Elkhorn and Waukesha to Milwaukee, Wisconsin.

(3) The State of Indiana.

(4) The lower peninsula of Michigan.

(5) All stations and points of delivery in the State of Kentucky on the southern bank of the Ohio River from Joppa, Illinois, as far east as the eastern boundary line of the State of Indiana.

Provided, however, that bituminous coal produced in said Producing Zone D when loaded westbound in returning box cars or returning stock cars, may be sold, shipped and distributed to consumers and for use and consumption within the following described sections of the United States, in addition to the territory hereinbefore described, viz.:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone D, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in such boundary, and all places within the switching limits of such points.

SECTION III.

Coal consigned in accordance with the terms of Section I hereof shall not be diverted to any point outside said Consuming Zone D, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone D, by wagon truck, or shipments of such coal

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone D;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Coal produced in said Producing Zone D, of such special quality for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone D as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee, unless the consent in writing of said Coal Zone Permit Bureau shall first have been obtained.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Assistant United States Fuel Administrator.

Section 6.—Zone E and Modifications.

Order of the United States Fuel Administrator of March 27, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone E," Regulating the Distribution and Apportionment of Bituminous Coal from Operations in Western Kentucky, on the Illinois Central, Louisville & Nashville, and Louisville, Henderson & St. Louis Railways, and their Short Line Connections.

WASHINGTON, D. C., March 27, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal

from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in Western Kentucky on the Illinois Central, Louisville & Nashville and Louisville, Henderson & St. Louis Railways, and their short line connections, shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz:

(1) That portion of the States of Kentucky and Tennessee on and west of a line coincident with the Louisville & Nashville Railroad from Louisville, Kentucky through Bowling Green, Kentucky, Nashville, Tennessee (including branches to Glasgow, Kentucky, Scottsville, Kentucky and Hartsville, Tennessee), Columbia and Baugh, Tennessee to the Tennessee-Alabama State Line;

(2) All of the State of Mississippi;

(3) That portion of the State of Arkansas on and south of a line coincident with the Chicago, Rock Island & Pacific Railway from Memphis, Tennessee, through Little Rock and Mansfield, Arkansas;

(4) All of the State of Louisiana;

(5) That portion of the State of Texas on and east of a line coincident with the Houston, East & West Texas Railway from Logansport, Louisiana to Houston, Texas; thence coincident with the Galveston, Houston & Henderson Railroad to Galveston, Texas;

(6) That portion of the States of Illinois and Wisconsin on and east and south of a line coincident with the Illinois Central Railroad from Cairo, Illinois, through Centralia, Clinton and Freeport, Illinois to Madison, Wisconsin; thence coincident with the Chicago, Milwaukee & St. Paul Railway through Watertown to Milwaukee, Wisconsin;

(7) That portion of the State of Indiana on and west of a line coincident with the Chicago & Eastern Illinois Railroad from Evansville through Otter Creek Junction and Brazil to Wheatfield; thence coincident with the New York Central Railroad to South Bend; thence coincident with the Michigan Central Railroad to the Indiana-Michigan State Line.

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, provided further that this order shall not apply to bituminous coal—

(a) Shipped for use as railroad fuel,

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated consuming zone;

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 10, 1918, Effective April 10, 1918; Modifying, with Respect to Shipments from Operations in Western Kentucky on the Illinois Central, Louisville & Nashville, and Louisville, Henderson & St. Louis Railways, and their Short Line Connections, the Order of March 27, 1918, Establishing Bituminous Coal "Zone E", being Modification No. 1 of said Order.

WASHINGTON, D. C., April 10, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers in the above described district be permitted to make shipments to points outside of "Zone E" described in the order of March 27, 1918, and that further apportionment of Bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to Bituminous coal Zone E" of March 27, 1918, will facilitate the movement of Bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of Bituminous coal to aid in the successful prosecution of the war:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23, August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation, or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in western Kentucky on the Illinois Central, Louisville & Nashville, and Louisville, Henderson & St. Louis railways and their short line connections, may, in addition to the territory to which they are permitted to ship under "Zone E," sell, ship, and distribute such coal to dealers and consumers, and for use and consumption within the following described section of the United States, viz:

Jeffersonville and New Albany, Indiana; and

All stations and points of delivery on the Tennessee Central Railroad and Nashville, Chattanooga & St. Louis Railway, Nashville to Hermitage and Old Hickory, Tennessee.

This order shall be effective on and after April 10, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of May 20, 1918, Effective June 1, 1918, Modifying, with Respect to Shipments from Operations in Western Kentucky, the Order of March 27, 1918, Establishing Bituminous Coal "Zone E", being Modification No. 2 of said Order.

WASHINGTON, D. C., May 20, 1918.

It appearing to the United States Fuel Administrator, that it is essential that the producers of bituminous coal, located in the Western Kentucky producing district, be permitted to make shipments of bituminous coal to points outside of "Zone E," as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone E", of March 27th, 1918, will facilitate the movement of bituminous coal and tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation, or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in Western Kentucky on the Illinois Central, Louisville & Nashville and Louisville, Henderson & St. Louis Railways and their short line connections may, in addition to the territory to which they are permitted to ship under "Zone E" as described in the order of March 27, 1918, sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

To all points located on the line of the Illinois Central Railroad between Elizabethtown and Hodgenville, Kentucky.

This order shall be effective on and after June 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 3, 1918, Effective July 8, 1918, Modifying, with Respect to Shipments from Operations in Western Kentucky, the Order of March 27, 1918, Establishing Bituminous Coal "Zone E", being Modification No. 3 of said Order.

WASHINGTON, D. C., July 3, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal, located in the Western Kentucky producing districts, be permitted to make shipments of bituminous coal to points outside of "Zone E", as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone E," of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in Western Kentucky on the Illinois Central, Louisville & Nashville and Louisville, Henderson & St. Louis Railways and their short line connections may, in addition to the territory to which they are permitted to ship under "Zone E" as described in the order of March 27, 1918, sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described sections of the United States, viz:

(1) To all points in the State of Alabama located on the Nashville & Decatur division of the Louisville & Nashville Railroad to and including Albany, Ala.;

(2) To all points in the State of Alabama located on the Lewisburg division of the Louisville & Nashville Railroad to and including Athens, Ala.;

(3) To all points in the State of Alabama located on the Nashville, Florence & Sheffield division of the Louisville & Nashville Railroad to and including Sheffield and Tuscumbia, Ala.

This order shall be effective on and after July 8th, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 31, 1918, Effective August 7, 1918, Modifying, with Respect to Shipments from Operations in Western Kentucky, the Order of March 27, 1918, Establishing Bituminous Coal "Zone E", being Modification No. 4 of said Order.

WASHINGTON, D. C., July 31, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal, located in the Western Kentucky producing districts, be permitted to make shipments of bituminous coal to points outside of "Zone E" as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone E" of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in Western Kentucky on the Illinois Central, Louisville & Nashville and Louisville, Henderson & St. Louis Railways and their short line connections may, in addition to the territory to which they are permitted to ship under "Zone E" as described in the order of March 27, 1918, sell, ship and distribute such coal to dealers and consumers for use and consumption within the following described sections of the United States, viz:

(1) To stations and points of delivery in Kentucky located on the Louisville, Cincinnati and Lexington Division of the Louisville & Nashville Railway between Louisville and Newport, Kentucky, inclusive;

(2) To Cincinnati, Ohio, and points of delivery located within the Cincinnati switching district.

This order shall be effective on and after August 7, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of August 2, 1918, Effective August 7, 1918, Modifying, with Respect to Shipments from Operations in Western Kentucky, the Order of March 27, 1918, Establishing Bituminous Coal "Zone E", Being Modification No. 5, of said Order.

WASHINGTON, D. C., August 2, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal, located in Western Kentucky producing districts, be prohibited from making shipments of bituminous coal to certain sections included in "Zone E" as described in the order of March 27, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone E" of March 27, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in Western Kentucky on the Illinois Central, Louisville & Nashville, and Louisville, Henderson and St. Louis Railways and their short line connections, shall, sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described sections of the United States, viz:

(1) That portion of the States of Illinois and Wisconsin on and east and south of a line coincident with the Illinois Central Railroad from Cairo, Illinois, through Centralia, Clinton and Freeport to Madison, Wisconsin; thence coincident with the Chicago, Milwaukee & St. Paul Railway through Watertown to Milwaukee, Wisconsin;

(2) That portion of the State of Indiana on and west of a line coincident with the Chicago & Eastern Illinois Railroad from Evansville through Otter Creek Junction and Brazil to Wheatfield; thence coincident with the New York Central Railroad to South Bend; thence coincident with the Michigan Central Railroad to the Indiana-Michigan State line,

Provided, however, that any such producer may ship such a quantity of coal of such special quality and for such special use or purpose and to such retail dealer or consumer within the territory above designated as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order shall be effective on and after August 7, 1918.

H. A. GARFIELD,
United States Fuel Administrator,
By CYRUS GARNSEY, Jr.
Asst. United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 23, 1918, Effective Aug. 26, 1918, Modifying, with Respect to Shipments from Operations in Western Kentucky the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone E," being Modification No. 6 of said Order.

WASHINGTON, D. C., August 23, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal, located in the Western Kentucky producing districts, be permitted to make shipments of bituminous coal to points outside of "Zone E" as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone E" of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in Western Kentucky on the Illinois Central, Louisville & Nashville and Louisville, Henderson & St. Louis Railways and their short line connections may, in addition to the territory to which they are permitted to ship under "Zone E" as described in the order of March 27, 1918, sell, ship, and distribute such coal to dealers and consumers for use and consumption within the following described sections of the United States, viz:

To Evansville, Indiana.

This order shall be effective on and after August 26, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 18, 1918, Effective Oct. 25, 1918, Vacating and Setting Aside all Prior Orders Relative to Bituminous Coal "Zone E," and Establishing a Regulation of the Sale, Shipment, Distribution and Apportionment of Bituminous Coal Produced in Western Kentucky along the Illinois Central, Louisville & Nashville, and Louisville, Henderson & St. Louis Railways and their Short Line Connections.

WASHINGTON, D. C., October 18, 1918.

It appearing to the United States Fuel Administrator that the various orders heretofore made by said Administrator relative to Bituminous Coal Zone E, regulating the sale, shipment, distribution and apportionment of bituminous coal produced in the producing districts hereinafter described, should be revised and embodied in a single regulation,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated March 27, 1918, entitled "Order relative to bituminous coal 'Zone E' regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the

method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the coal producing districts in Western Kentucky on the Illinois Central, Louisville & Nashville, and Louisville, Henderson & St. Louis Railways and their short line connections," and all amendments and modifications of said Order be and the same hereby are vacated and set aside as of the effective date of the regulation hereinafter established; and

Hereby makes and establishes the following regulation, effective October 25, 1918, and until further or other order in the premises;

SECTION I.

Except as hereinafter provided, no bituminous coal produced in Western Kentucky along the Illinois Central, Louisville & Nashville, and Louisville, Henderson & St. Louis Railways and their short line connections, hereby designated Producing Zone E, shall be sold, shipped or distributed except to consumers and for use and consumption in the following described sections of the United States, viz.:

(1) That portion of the States of Kentucky and Tennessee west of a line coincident with the Louisville & Nashville Railroad from Louisville, Kentucky, through Bowling Green and Franklin, Kentucky, Nashville, Columbia and Baugh, Tennessee, to the southern boundary of Tennessee, and all stations and points of delivery on the branches of said Louisville & Nashville Railroad to Glasgow and Scottsville, Kentucky, and Hartsville, Tennessee;

(2) All stations and points of delivery located on the line of the Illinois Central Railroad from and including Elizabethtown to and including Hodgenville, Kentucky; and on the Louisville, Cincinnati & Lexington Division of the Louisville & Nashville Railway from and including Louisville to and including Newport, Kentucky;

(3) All stations and points of delivery on the Tennessee Central Railroad and on the Nashville, Chattanooga & St. Louis Railway from Nashville, Tennessee, to and including Hermitage and Old Hickory;

(4) The State of Mississippi;

(5) That portion of the State of Arkansas south of a line coincident with the Chicago, Rock Island & Pacific Railway from Memphis, Tennessee, through Little Rock and Mansfield, Arkansas, to the western boundary of Arkansas;

(6) The State of Louisiana;

(7) That portion of the State of Texas east of a line coincident with the Houston, East & West Texas Railway from Logansport, Louisiana, to Houston, Texas; thence coincident with the Galveston, Houston & Henderson Railroad to Galveston, Texas;

(8) Jeffersonville and New Albany, Indiana, and all points of delivery within switching limits of these points;

(9) All stations and points of delivery in the State of Alabama, located on the Nashville and Decatur Division of the Louisville & Nashville Railroad, to and including Albany, Alabama; on the Lewisburg Division of the Louisville & Nashville Railroad to and including Athens, Alabama; and on the Nashville, Florence and Sheffield Division of the Louisville & Nashville Railroad to and including Sheffield and Tuscumbia, Alabama;

(10) Cincinnati, Ohio, and points of delivery located within the Cincinnati switching district.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone E, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of said points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside Consuming Zone E, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, delivery of bituminous coal from Producing Zone E, by wagon, or truck, or shipments of such coal.

(a) For use as railroad fuel;

(b) In whole or in part by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone E;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone; such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Coal produced in said Producing Zone E, of such special quality for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone E as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau shall first have been obtained.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Section 7.—Zone F and Modifications.

Order of the United States Fuel Administrator of March 27, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone F", Regulating the Distribution and Apportionment of Bituminous Coal from Operations in Virginia along the Louisville & Nashville Railroad; in Eastern Kentucky along the Louisville & Nashville Railroad and the Cincinnati, New Orleans & Texas Pacific Railway, and their Short Line Connections; in Tennessee along the Line of the Cumberland Valley Division of the Louisville & Nashville Railroad, and along the Middlesborough Railroad.

WASHINGTON, D. C., March 27, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production,

notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in Virginia along the Louisville & Nashville Railroad only; in Eastern Kentucky along the Louisville & Nashville Railroad and the Cincinnati, New Orleans & Texas Pacific Railway and their short line connections; and in Tennessee, along the Cumberland Valley Division of the Louisville & Nashville Railroad and along the Middlesborough Railroad, shall, except as hereinafter provided, sell, ship, and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz;

(1) That portion of the State of Kentucky on and east of a line coincident with the Louisville & Nashville Railroad from Louisville to Lebanon Junction and east of but not to points on the main line and branches to Glasgow and Scottsville, Kentucky, of the Louisville & Nashville Railroad from Lebanon Junction through Bowling Green, Kentucky, to Nashville, Tennessee;

(2) That portion of the States of Indiana and Ohio on and within the following boundaries; the western boundary is a line coincident with the Chicago, Indianapolis & Louisville Railway from Louisville, Kentucky, to Michigan City, Indiana; and the eastern boundary is a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cincinnati through Springfield, Bellefontaine and Berwick, to Toledo, Ohio;

(3) All of the Lower Peninsula of Michigan;

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further,* that this order shall not apply to bituminous coal

(a) Shipped for use as railroad fuel,

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated consuming zone;

(c) Shipped to any points in Canada or Mexico.

And, *provided further*, that all of the producers in the producing districts hereinbefore described, with the exception of producers in the Hazard and Elkhorn districts on the Louisville and Nashville Railroad in Eastern Kentucky, may also ship coal to the South as and to the extent provided in another order of this date.

Wherever any boundary of the consuming zone described in this order follows a line of railway, except as hereinbefore noted in sub-paragraph (1), the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 23, 1918, Effective April 23, 1918, Modifying, with Respect to Shipments in Box Cars from "Zone F," the Order of March 27, 1918, Establishing Bituminous Coal "Zone F," being Modification No. 1 of said Order.

WASHINGTON, D. C., April 23, 1918.

It appearing to the United States Fuel Administrator, that further apportionment of Bituminous coal in that portion of the so-called "Zone F" covered by his "Order relative to Bituminous coal "Zone F" of March 27, 1918" will facilitate the movement of Bituminous coal, tend to prevent the scarcity thereof and is necessary for the production of a sufficient quantity of Bituminous coal to aid in the successful prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917;

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, producers (which term includes every person, firm, corporation and association operating as owner, lessee or purchaser of the entire output of a mine) of Bituminous coal operating in the coal producing districts in Virginia along the Louisville and Nashville Railroad only; in Eastern Kentucky along the Louisville and Nashville Railroad and the Cincinnati, New Orleans and Texas Pacific Railway and their short line connections; and in Tennessee, along the Cumberland Valley Division of the Louisville and Nashville Railroad and along the Middleborough Railroad, may in addition to the consuming Zone to which they may sell, ship and distribute coal under the Order of March 27, 1918, relative to Bituminous coal "Zone F" sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

(1) West bound to all points reached via the car ferries of the (a) Grand Trunk Railway operating between Grand Haven, Mich., and Milwaukee, Wis. (b) Pere Marquette Railway operating between Ludington, Mich., and Manitowoc, Wis., and between Ludington, Mich., and Milwaukee, Wis. (c) Ann Arbor Steamship Company operating between Frankfort, Mich., and Manistique, Mich.; between Frankfort, Mich., and Menominee, Mich.; between Frankfort, Mich., and Kenaunee, Wis.; and between Frankfort, Mich., and Manitowoc, Wis.

..... *Provided however, that shipments made in accordance with this order shall be permitted only when coal is loaded in returning box cars or returning stock cars.*

This order shall be effective on and after April 23, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 31, 1918, Effective Sept. 5, 1918, Modifying, with Respect to Shipments from Operations in Producing Districts in Virginia and Tennessee, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone F," Being Modification No. 2 of said Order.

WASHINGTON, D. C., *August 31, 1918.*

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal, located in producing districts along the Louisville & Nashville and Cincinnati, New Orleans & Texas Pacific Railways in Eastern Kentucky and a portion of Tennessee and Virginia, be prohibited from making shipments of bituminous coal to certain sections included in "Zone F" as described in the order of March 27, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone F" of March 27, 1918 will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in Virginia along the Louisville & Nashville Railroad only; in Eastern Kentucky along the Louisville & Nashville Railroad and the Cincinnati, New Orleans & Texas Pacific Railway and their short line connections; and in Tennessee along the line of the Cumberland Valley Division of the Louisville & Nashville Railroad and along the Middlesborough Railroad, shall sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

That portion of the State of Indiana located on and east of a line coincident with the Chicago, Indianapolis & Louisville Railway from Louisville, Kentucky, to Michigan City, Indiana.

Provided, however, that any such producer may ship such a quantity of such special quality and for such special use or purpose and to such retail dealer or consumer within the territory above designated as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This Order shall be effective on and after September 5, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 4, 1918, Effective Sept. 9, 1918, Modifying, with Respect to Shipments from Operations in certain Producing Districts of Virginia and Tennessee, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone F," being Modification No. 3 of said Order.

WASHINGTON, D. C., September 4, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in producing districts along the Louisville & Nashville and Cincinnati, New Orleans & Texas Pacific Railways in eastern Kentucky and a portion of Tennessee and Virginia, be prohibited from making shipments of bituminous coal to certain sections included in "Zone F" as described in the order of March 27, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone F" of March 27, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in Virginia along the Louisville & Nashville Railroad only; in eastern Kentucky along the Louisville & Nashville Railroad and the Cincinnati, New Orleans & Texas Pacific Railway and their short line connections, and in Tennessee along the line of the Cumberland Valley Division of the Louisville & Nashville Railroad and along the Middlesborough Railroad, shall, sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All of the lower peninsula of Michigan.

Provided, however, that any such producer may ship such a quantity of coal of such quality, and for such special use or purpose and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order shall be effective on and after September 9, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 16, 1918, Effective Sept. 17, 1918, Modifying, with respect to Shipments from Operations in the Producing Districts of Virginia, Eastern Kentucky, and Tennessee, the Order of March 27, 1918, Establishing Bituminous Coal "Zone F," and Vacating the Order of Sept. 4, 1918, Modifying said Order of March 27, 1918, being Modification No. 4 of said Order.

WASHINGTON, D. C., September 16, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in producing districts along the Louisville & Nashville and Cincinnati, New Orleans & Texas Pacific Railways in Eastern Kentucky and a portion of Tennessee and Virginia, be prohibited from making shipments

of bituminous coal to certain sections included in "Zone F" as described in the order of March 27, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone F" of March 27, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in Virginia along the Louisville & Nashville Railroad only; and in Eastern Kentucky along the Louisville & Nashville Railroad and the Cincinnati, New Orleans & Texas Pacific Railway and their short line connections; and in Tennessee along the line of the Cumberland Valley Division of the Louisville & Nashville Railroad and along the Middlesborough Railroad, shall sell, ship, or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All of the lower peninsula of Michigan.

Provided, however, that any such producer may ship into the territory last above described bituminous coal of special quality for use only in by-product and gas plants, and prepared sizes of bituminous coal to retail dealers for use only by domestic consumers, such shipments to be made subject to any rules and regulations which may be prescribed from time to time by the United States Fuel Administration and under the supervision of the District Representative of the United States Fuel Administration in charge of the above described producing field, and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order hereby cancels the order dated September 4, 1918, entitled "Modification Number 3 of order of March 27, 1918, relative to bituminous coal 'Zone F' modifying the provisions of said coal 'Zone F' with respect to the sale, shipment, distribution and apportionment by the producers of bituminous coal operating in the producing districts of Virginia along the Louisville & Nashville Railroad only; in eastern Kentucky along the Louisville & Nashville Railroad and the Cincinnati, New Orleans & Texas Pacific Railway and their short line connections; and in Tennessee along the line of the Cumberland Valley Division of the Louisville & Nashville Railroad and along the Middlesborough Railroad," from and after September 12, 1918.

This order shall be effective on and after September 17, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 10, 1918, Effective Oct. 10, 1918, Establishing Bituminous Coal "Zone F-1", Regulating the Sale, Shipment, Distribution and Apportionment of Bituminous Coal Produced in Eastern Kentucky along the Lexington and Eastern Division of the Louisville & Nashville Railroad and Short Line Connections, and Vacating all prior Orders Relative to Bituminous Coal "Zone F," so far as said Orders Relate to the Distribution of Coal from the above described District.

WASHINGTON, D. C., October 10, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal, Bituminous Coal Zone F as heretofore established and modified by said Administrator should be subdivided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the Order of said Administrator dated March 27, 1918, entitled "Order relative to Bituminous Coal Zone F regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the coal producing districts of Virginia, along the Louisville & Nashville Railroad only; in the producing districts in Eastern Kentucky along the Louisville & Nashville Railroad and the Cincinnati, New Orleans & Texas Pacific Railroad and their short line connections; and in the producing districts in Tennessee along the line of the Cumberland Valley Division of the Louisville & Nashville Railroad, and along the Middleborough Railroad", and all modifications and amendments thereof, be and the same are hereby vacated and set aside as of the effective date of the regulation hereinafter established, so far as said order and amendments relate to or affect the sale, shipment, and distribution of bituminous coal produced in the producing district hereinafter described, and

Hereby makes and establishes the following regulation, effective October 10, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in Eastern Kentucky along the Lexington & Eastern Division of the Louisville & Nashville Railroad and short line connections, hereby designated Producing Zone F-1, shall be sold, shipped or distributed during the period from October 1, 1918, to March 31, 1919, except to consumers and for use or consumption within the following described sections of the United States, viz.:

(1) That portion of the State of Kentucky east of a line coincident with the Louisville & Nashville Railroad from Louisville, Kentucky, through Lebanon Junction, Bowling Green and Franklin to the southern boundary of Kentucky, excepting points on the main line of said railroad from Lebanon Junction to said southern boundary and on the branches thereof to Glasgow and Scottsville.

(2) That portion of the State of Ohio west of a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cincinnati through Springfield, Bellefontaine and Berwick to Toledo, Ohio.

Provided, however, that, subject to rules and regulations that may from time to time be prescribed by the United States Fuel Administration, and under the supervision of the District Representative of the United States Fuel Administration in charge of said Producing Zone F-1, bituminous coal of special quality produced in said zone may be shipped for use only for by-product purposes and the manufacture of illuminating gas, but not as steam coal, and prepared sizes of and run of mine bituminous coal produced in said zone may be shipped for use only by domestic consumers, in the following described section of the United States, viz.:

The lower peninsula of Michigan, and

Provided further, that bituminous coal produced in said Producing Zone F-1, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped and distributed to consumers for use and consumption within the following described section of the United States, in addition to the territory hereinbefore described, viz.:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone F-1, and wherever any boundary of said zone follows a line of railway, said zone shall, except as in said Section I provided, include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of such points.

SECTION III.

Coal consigned in accordance with Section I hereof, shall not be diverted to any point outside said Consuming Zone F-1, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone F-1, by wagon or truck, or shipments of such coal

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone F-1;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Coal produced in said Producing Zone F-1, of such special quality for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone F-1 as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau shall first have been obtained.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Ass't United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 7, 1918, Effective Nov. 11, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone F-1, Being Modification No. 1 of Said Order.

WASHINGTON, D. C., November 7, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal the special restrictions imposed by Section 1

of the Regulation of said Administrator established by order dated October 10, 1918, relating to Bituminous Coal Zone F-1, on shipments of bituminous coal from Producing Zone F-1 to the lower peninsula of the State of Michigan, should be removed,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section 1 of the Regulation aforesaid be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in eastern Kentucky along the Lexington & Eastern Division of the Louisville & Nashville Railroad and short line connections, hereby designated Producing Zone F-1, shall be sold, shipped or distributed during the period from October 1, 1918, to March 31, 1919, except to consumers, and for use or consumption, within the following described sections of the United States, viz:

(1) That portion of the State of Kentucky east of a line coincident with the Louisville & Nashville Railroad from Louisville, Kentucky, through Lebanon Junction, Bowling Green, and Franklin to the southern boundary of Kentucky, excepting points on the main line of said railroad from Lebanon Junction to said southern boundary and on the branches thereof to Glasgow and Scottsville;

(2) That portion of the State of Ohio west of a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cincinnati through Springfield, Bellefontaine, and Berwick to Toledo, Ohio;

(3) The lower peninsula of Michigan.

Provided, however, that bituminous coal produced in said Producing Zone F-1, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped, and distributed for use and consumption within the following described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Keweenaw, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective November 11, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 14, 1918, Effective Dec. 16, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone F-1, Being Modification No. 2 of Said Order.

WASHINGTON, D. C., December 14, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal produced in Producing Zone F-1, Consuming Zone F-1 should be enlarged as hereinafter provided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose

of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section I, as heretofore amended, of the Regulation relative to Bituminous Coal Zone F-1, established by order of said Administrator, dated October 10, 1918, be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in eastern Kentucky along the Lexington & Eastern Division of the Louisville & Nashville Railroad and short line connections, hereby designated Producing Zone F-1, shall be sold, shipped, or distributed during the period from October 1, 1918, to March 31, 1919, except for use or consumption, within the following described sections of the United States, viz:

(1) That portion of the State of Kentucky east of a line coincident with the Louisville and Nashville Railroad from Louisville, Kentucky, through Lebanon Junction, Bowling Green, and Franklin to the southern boundary of Kentucky; excepting points on the main line of said railroad from Lebanon Junction to said southern boundary and on the branches thereof to Glasgow and Scottsville;

(2) That portion of the State of Ohio west of a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cincinnati through Springfield, Bellefontaine, and Berwick to Toledo, Ohio;

(3) The lower peninsula of Michigan;

(4) That portion of the State of Indiana east of a line coincident with the Chicago, Indianapolis & Louisville Railroad, from New Albany to Michigan City, Indiana.

Provided, however, That bituminous coal produced in said Producing Zone F-1, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped, and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the—

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

Provided further, That bituminous coal produced in said Producing Zone F-1 shall not be sold, shipped, or distributed for domestic use, or to retail dealers in the above-described portion of the State of Indiana.

This order shall be effective December 16, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 18, 1918, Effective Oct. 25, 1918, Establishing Bituminous Coal "Zone F-2," Regulating the Sale, Shipment, Distribution and Apportionment of Bituminous Coal Produced in Eastern Kentucky along the Louisville & Nashville Railroad South of Richmond, Kentucky, and the Cincinnati, New Orleans & Texas Pacific Railway, and their Short Line Connections, and in Tennessee along the Cumberland Valley Division of the Louisville & Nashville Railroad, and the Middlesborough Railroad, and Vacating all prior Orders Relative to Bituminous Coal "Zone F," so far as said Orders Relate to the Distribution of Coal from the above described District.

WASHINGTON, D. C., October 18, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal, Bituminous Coal Zone F, as heretofore established and modified by said Administrator, should be subdivided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the Order of said Administrator dated March 27, 1918, entitled "Order relative to bituminous coal 'Zone F,' regulating the production, sale, shipment, distribution and apportionment of bituminous coal, and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the coal producing districts of Virginia along the Louisville & Nashville Railroad only; in the producing districts in Eastern Kentucky along the Louisville & Nashville Railroad and the Cincinnati, New Orleans and Texas Pacific Railway, and their short line connections; and in the producing districts in Tennessee along the line of the Cumberland Valley Division of the Louisville & Nashville Railroad, and along the Middlesborough Railroad," and all modifications and amendments of said order, be, and the same hereby are, vacated and set aside as of the effective date of the regulation hereinafter established, and

Hereby makes and establishes the following regulation, effective October 25, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in Eastern Kentucky along the Louisville & Nashville Railroad south of Richmond, Kentucky, and the Cincinnati, New Orleans & Texas Pacific Railway and their short-line connections, and in Tennessee along the Cumberland Valley Division of the Louisville & Nashville Railroad, and along the Middlesborough Railroad, hereby designated Producing Zone F-2, shall be sold, shipped or distributed, except to consumers, and for use and consumption, in the following described sections of the United States, viz.:

(1) That portion of the State of Kentucky east of a line coincident with the Louisville & Nashville Railroad, from Louisville, Kentucky, through Lebanon Junction, Bowling Green and Franklin, to the southern boundary of Kentucky, excepting points on the main line of said railroad from Lebanon Junction to said southern boundary of Kentucky, and on the branches thereof to Glasgow and Scottsville, Kentucky;

(2) That portion of the State of Ohio west of a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cincinnati through Springfield, Bellefontaine and Berwick to Toledo, Ohio;

(3) The State of North Carolina;

(4) The State of South Carolina;

(5) The State of Georgia;

(6) That portion of the State of Tennessee east of a line coincident with the Louisville & Nashville Railroad from Mitchellville to Collinwood through Nashville, Columbia and Iron City;

(7) That portion of the State of Alabama north of the Tennessee River, and all stations and points of delivery located on the Huntsville and Gadsden branch of the Nashville, Chattanooga & St. Louis Railway between Guntersville, Alabama and Boaz;

(8) That portion of the State of Virginia south of a line coincident with the Norfolk & Western Railway through Roanoke and Petersburg to Norfolk, and points on the branch of said Norfolk & Western Railway from Petersburg to City Point;

(9) That portion of the State of Florida east of the Apalachicola River;

Provided, however, that bituminous coal produced in said Producing Zone F-2, when loaded westbound in returning box cars or returning stock cars may be sold, shipped and distributed to consumers for use and consumption within the following

described section of the United States, in addition to the territory hereinbefore described, viz.:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan and Manitowoc, Wisconsin, and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone F-2, and wherever any boundary of said zone follows a line of railway, said zone shall, except as expressly otherwise provided in said Section I, include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of said points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside Consuming Zone F-2, unless the consent, in writing, of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone F-2, by wagon or truck, or shipments of such coal—

(a) For use as railroad fuel;

(b) In whole or in part by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone F-2;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone; such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Coal produced in said Producing Zone F-2, of such special quality for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone F-2 as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau shall first have been obtained.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 14, 1918, Effective Dec. 16, 1918, Modifying the Order of Oct. 18, 1918, Relative to Bituminous Coal Zone F-2, Being Modification No. 1 of Said Order.

WASHINGTON, D. C., December 14, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal produced in Producing Zone F-2, Consuming Zone F-2 should be enlarged as hereinafter provided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section I of the Regulation relative to Bituminous Coal Zone F-2, established by order of said Administrator dated October 18, 1918, be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in eastern Kentucky along the Louisville & Nashville Railroad south of Richmond, Kentucky, and the Cincinnati, New Orleans & Texas Pacific Railway and their short-line connections, and in Tennessee along the Cumberland Valley Division of the Louisville & Nashville Railroad, and along the Middlesborough Railroad, hereby designated Producing Zone F-2, shall be sold, shipped, or distributed, except for use and consumption, in the following-described sections of the United States, viz:

(1) That portion of the State of Kentucky east of a line coincident with the Louisville & Nashville Railroad, from Louisville, Kentucky, through Lebanon Junction, Bowling Green and Franklin, to the southern boundary of Kentucky, excepting points on the main line of said railroad from Lebanon Junction to said southern boundary of Kentucky, and on the branches thereof to Glasgow and Scottsville, Kentucky;

(2) That portion of the State of Ohio west of a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cincinnati through Springfield, Bellefontaine and Berwick to Toledo, Ohio;

(3) The State of North Carolina;

(4) The State of South Carolina;

(5) The State of Georgia;

(6) That portion of the State of Tennessee east of a line coincident with the Louisville & Nashville Railroad from Mitchellville to Collinwood through Nashville, Columbia, and Iron City;

(7) That portion of the State of Alabama north of the Tennessee River, and all stations and points of delivery located on the Huntsville and Gadsden branch of the Nashville, Chattanooga & St. Louis Railway between Guntersville, Alabama, and Boaz;

(8) That portion of the State of Virginia south of a line coincident with the Norfolk & Western Railway through Roanoke and Petersburg to Norfolk, and points on the branch of said Norfolk & Western Railway from Petersburg to City Point;

(9) That portion of the State of Florida east of the Apalachicola River;

(10) The lower peninsula of Michigan;

(11) That portion of the State of Indiana east of a line coincident with the Chicago, Indianapolis & Louisville Railroad, from New Albany to Michigan City, Indiana.

Provided, however, that bituminous coal produced in said Producing Zone F-2, when loaded westbound in returning box cars or returning stock cars may be sold, shipped,

and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

Provided, further, that bituminous coal produced in said Producing Zone F-2 shall not be sold, shipped, or distributed for domestic use, or to retail dealers in the above-described portion of the State of Indiana.

This order shall be effective December 16, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Section 8.—Zone G and Modifications.¹

Order of the United States Fuel Administrator of March 27, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone G," Regulating the Distribution and Apportionment of Bituminous Coal from Operations in Tennessee and Georgia; in Kentucky along the Line of the Louisville & Nashville Railroad, Main Line and Branches Connecting at and South of Corbin, and along the Cincinnati, New Orleans & Texas Pacific Railway south of Somerset; in the Black Mountain and Stonega Districts in Lee, Wise, and Western Russell Counties of Virginia, located along the line of the Louisville & Nashville, Virginia & Southwestern, Interstate, Norfolk & Western and Carolina, Clinchfield & Ohio Railroads, and their Short Line Connections.

WASHINGTON, D. C., March 27, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war.

¹ See also Chapter III, Title II, Section 15, for orders modifying the provisions of the "Zone G" order with respect to shipments of smithing coal.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the states of Tennessee and Georgia and in Kentucky along the Louisville & Nashville Railroad main line and branches connecting at and south of Corbin and on the Cincinnati, New Orleans and Texas Pacific Railway south of Somerset, and in the Black Mountain and Stonega districts in Lee, Wise and western Russell Counties of Virginia along the Louisville & Nashville, Virginia and Southwestern, Interstate, Norfolk & Western and Carolina, Clinchfield & Ohio Railroads and their short line connections, shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz:

(1) The States of North Carolina, South Carolina and Georgia;

(2) That portion of the State of Tennessee on and east of a line coincident with the Louisville & Nashville Railroad from Mitchelville to Collinwood through Nashville, Columbia and Iron City; that portion of the State of Alabama north of the Tennessee River; that portion of the State of Virginia on and south of a line coincident with the Norfolk & Western through Roanoke and Petersburg to Norfolk, including branches connecting at Petersburg; that portion of the State of Florida east of the Apalachicola River:

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further,* that this order shall not apply to bituminous coal:

(a) Shipped for use as railroad fuel;

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated consuming zone;

(c) Shipped to any points in Canada or Mexico.

And, provided further, that all of the producers in the producing districts in Kentucky hereinbefore described and producers in Tennessee on the Cumberland Valley Division of the Louisville & Nashville Railroad and on the Middlesborough Railroad and producers in Virginia on the Louisville & Nashville Railroad, only, may also ship coal to the north as and to the extent provided in another order of this date.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 3, 1918, Effective July 8, Modifying with Respect to Shipments from Operations in Tennessee, the Order of March 27, 1918, Establishing Bituminous Coal "Zone G," being Modification No. 1 of said Order.

WASHINGTON, D. C., July 3, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal in Tennessee be permitted to make shipments to points outside of "Zone G," as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone G" of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation, or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the State of Tennessee may, in addition to the territory to which they are permitted to ship under "Zone G," sell, ship, and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

All stations and points of delivery in the State of Alabama which are located along the Huntsville and Gadsden Branch of the Nashville, Chattanooga & St. Louis Railway between Gunterville and Boaz, including all points of delivery within switching limits on other railway lines connecting therewith.

This order shall be effective on and after July 8th, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 13, 1918, Establishing Bituminous Coal Zone G-1 Regulating the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in the Coal-Producing Districts of Clinch Valley, Black Mountain, and Stonega, in Tazewell, Russell, Lee, Wise, and Dickenson Counties of Virginia, Located along the Louisville & Nashville, Virginia & Southwestern, Interstate, Norfolk & Western, and Carolina, Clinchfield & Ohio Railroads and their Short Line Connections, and of Eastern Kentucky along the Carolina, Clinchfield & Ohio Railroad, and Vacating all prior Orders Relative to Bituminous Coal Zone G so far as said Orders Relate to the Distribution of Coal from the above-described District.

WASHINGTON, D. C., November 13, 1918.

It appearing to the United States Fuel Administrator that Bituminous Coal Zone G, as heretofore established and modified by said Administrator, should be subdivided into two zones to be called, respectively, Bituminous Coal Zone G-1 and Bituminous Coal Zone G-2,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator dated March 27, 1918, entitled "Order relative to bituminous coal 'Zone G' regulating the production, sale, shipment, distribution, and apportionment of bituminous coal and the method of such production, sale, shipment, distribution, and apportionment by all producers of bituminous coal operating in the coal producing districts of Tennessee and Georgia; of Kentucky along the line of the Louisville and Nashville Railroad main line and branches connecting at and south of Corbin, and along the Cincinnati, New Orleans & Texas Pacific Railway south of Somerset; of Black Mountain and Stonega in Lee, Wise, and Western Russell Counties of Virginia, located along the line of the Louisville & Nashville, Virginia & Southwestern, Interstate, Norfolk & Western, and Carolina, Clinchfield and Ohio Railroads and their short line connections; and of eastern Kentucky along the Carolina, Clinchfield & Ohio Railroad," and all modifications and amendments of said order, be, and the same hereby are, vacated and set aside as of the effective date of the regulation hereinafter established, so far as said order and amendments relate to or affect the sale, shipment, and distribution of bituminous coal produced in the producing district hereinafter described, and

Hereby makes and establishes the following regulation, effective November 21, 1918, and until other or further order in the premises:

SECTION I.

Except as hereinafter provided no bituminous coal produced in the coal-producing districts of Clinch Valley, Black Mountain, and Stonega in Tazewell, Russell, Lee, Wise, and Dickenson Counties of Virginia, located along the Louisville & Nashville, Virginia & Southwestern, Interstate, Norfolk & Western, and Carolina, Clinchfield & Ohio Railroads and their short line connections, and of eastern Kentucky along the Carolina, Clinchfield & Ohio Railroad, hereinafter called Producing Zone G-1, shall be sold, shipped, or distributed except to consumers, and for use and consumption, in the following-described sections of the United States, viz:

- (1) The State of North Carolina;
- (2) The State of South Carolina;
- (3) The State of Georgia;
- (4) That portion of the State of Tennessee east of a line coincident with the Louisville & Nashville Railroad from Mitchellville to Collinwood through Nashville, Columbia, and Iron City;
- (5) That portion of the State of Alabama north of the Tennessee River; and all stations and points of delivery located on the Huntsville and Gadsden Branch of the Nashville, Chattanooga & St. Louis Railway from and including Guntersville, Alabama, to and including Boaz;
- (6) The State of Virginia;
- (7) That portion of the State of Florida east of the Apalachicola River.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone G-1, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of said points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside said Consuming Zone G-1, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone G-1, by wagon or truck, or shipments of such coal,

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes), except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone G-1;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Bituminous coal produced in said Producing Zone G-1, of such special quality, for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone G-1, as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau to such diversion shall first have been obtained.

SECTION VI.

Bituminous coal produced in said Producing Zone G-1 may be sold, shipped, and distributed, for blacksmithing purposes only, in such portions of the United States outside Consuming Zone G-1 as shall be designated in a permit issued to the producer of such coal by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as are, or may be from time to time, prescribed by said Administration. Every such permit shall be revocable by said Coal Zone Permit Bureau at any time.

Any person, firm, association, or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 13, 1918, Establishing Bituminous Coal Zone G-2 Regulating the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in the Coal-Producing Districts of Tennessee and Georgia, and Vacating all prior Orders Relative to Bituminous Coal Zone G so far as said Orders Relate to the Distribution of Coal from the above-described District.

WASHINGTON, D. C., November 13, 1918.

It appearing to the United States Fuel Administrator that Bituminous Coal Zone G, as heretofore established and modified by said Administrator, should be subdivided into two zones to be known, respectively, as Bituminous Coal Zone G-1 and Bituminous Coal Zone G-2.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator dated March 27, 1918, entitled "Order relative to bituminous coal 'Zone G' regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the coal-producing districts of Tennessee and Georgia; of Kentucky along the line of the Louisville and Nashville Railroad main line and branches connecting at and south of Corbin, and along the Cincinnati, New Orleans & Texas Pacific Railway south of Somerset; of Black Mountain and Stonega in Lee, Wise, and western Russell Counties of Virginia, located along the line of the Louisville & Nashville, Virginia and Southwestern, Interstate, Norfolk & Western, and Carolina, Clinchfield and Ohio Railroads and their short line connections; and of eastern Kentucky along the Carolina, Clinchfield & Ohio Railroad," and all modifications and amendments of said order, be, and the same hereby are, vacated and set aside as of the effective date of the regulation hereinafter established, so far as said order and amendments relate to or affect the sale, shipment, and distribution of bituminous coal produced in the producing district hereinafter described, and

Hereby makes and establishes the following regulation effective November 21, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided no bituminous coal produced in Tennessee and Georgia, hereby designated Producing Zone G-2, shall be sold, shipped, or distributed except to consumers, and for use and consumption in the following-described sections of the United States, viz:

- (1) The State of North Carolina;
- (2) The State of South Carolina;
- (3) The State of Georgia;
- (4) That portion of the State of Tennessee east of a line coincident with the Louisville & Nashville Railroad from Mitchellville to Collinwood through Nashville, Columbia, and Iron City;
- (5) That portion of the State of Alabama north of the Tennessee River; and all stations and points of delivery located on the Huntsville and Gadsden Branch of the Nashville, Chattanooga & St. Louis Railway from and including Guntersville, Alabama, to and including Boaz;
- (6) That portion of the State of Virginia south of a line coincident with the Norfolk & Western Railway through Roanoke and Petersburg to Norfolk, including branches to City Point connecting at Petersburg;
- (7) That portion of the State of Florida east of the Apalachicola River.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone G-2, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary and all places within the switching limits of said points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside said Consuming Zone G-2 unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone G-2 by wagon or truck, or shipments of such coal

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone G-2;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Bituminous coal produced in said Producing Zone G-2, of such special quality, for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone G-2 as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau to such diversion shall first have been obtained.

SECTION VI.

Bituminous coal produced in said Producing Zone G-2 may be sold, shipped, and distributed for blacksmithing purposes only, in such portions of the United States outside Consuming Zone G-2 as shall be designated in a permit issued to the producer of such coal by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as are, or may be from time to time, prescribed by said Administration. Every such permit shall be revocable by said Coal Zone Permit Bureau at any time.

Any person, firm, association, or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Section 9.—Zone H and Modifications.¹

Order of the United States Fuel Administrator of Mar. 27, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone H," Regulating the Distribution and Apportionment of Bituminous Coal from Operations in Alabama.

WASHINGTON, D. C., March 27, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the location of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount

¹ See also Chapter III, Title II, Section 15, for orders modifying the provisions of the "Zone H" order with respect to shipments of smithing coal.

of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives, and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in the different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive orders, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation, or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the State of Alabama, shall, except as hereinafter provided, sell, ship, and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz: The States of Louisiana, Mississippi, Alabama, Georgia, and Florida; that portion of the State of Texas on and east of a line coincident with the Houston East and West Texas Railway from Logansport, Louisiana, to Houston; thence coincident with the Galveston, Houston and Henderson Railroad to Galveston, Texas; that portion of the State of Arkansas on and south of a line coincident with the Chicago, Rock Island and Pacific Railway from Memphis, Tennessee, through Little Rock and Mansfield, Arkansas; that portion of the State of Tennessee lying West of the Tennessee River and on and south of a line coincident with the Nashville, Chattanooga and St. Louis Railway from Memphis through Jackson and Perryville, Tennessee.

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further* that this order shall not apply to bituminous coal:

- (a) Shipped for use as railroad fuel,
- (b) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated zone;
- (c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits or other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 13, 1918, Effective Nov. 21, 1918, Vacating and Setting aside all prior Order: Relative to Bituminous Coal Zone H and Establishing a Regulation of the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in the Coal-Producing Districts of Alabama.

WASHINGTON, D. C., November 13, 1918.

It appearing to the United States Fuel Administrator that the various orders heretofore made by said Administrator relative to Bituminous Coal Zone H, regulating the sale, shipment, distribution and apportionment of bituminous coal produced in the State of Alabama, should be revised and embodied in a single regulation,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of said Administrator dated March 27, 1918, entitled "Order relative to Bituminous Coal 'Zone H' regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the coal-producing districts of the State of Alabama," and all amendments and modifications of said order, be, and the same hereby are, vacated and set aside as of the effective date of the regulation hereinafter established, and

Hereby makes and establishes the following regulation effective November 21, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the State of Alabama, hereby designated Producing Zone H, shall be sold, shipped, or distributed, except to consumers, and for the use or consumption, within the following-described sections of the United States, viz:

- (1) The State of Louisiana;
- (2) The State of Mississippi;
- (3) The State of Alabama;
- (4) The State of Georgia;
- (5) The State of Florida;

(6) That portion of the State of Texas east of a line coincident with the Houston East & West Texas Railway from Logansport, Louisiana, to Houston; thence coincident with the Galveston, Houston & Henderson Railway to Galveston, Texas;

(7) That portion of the State of Arkansas south of a line coincident with the Chicago, Rock Island & Pacific Railway from Memphis, Tennessee, through Little Rock and Mansfield, Arkansas, to the western boundary of Arkansas;

(8) That portion of the State of Tennessee lying west of the Tennessee River and south of a line coincident with the Nashville, Chattanooga & St. Louis Railway from Memphis through Jackson and Perryville, Tennessee, to said Tennessee River.

SECTION II.

The territory described in Section I is hereby designated Consuming Zone H, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in such boundary, and all places within the switching limits of such points.

SECTION III.

Coal consigned in accordance with the terms of Section I hereof shall not be diverted to any point outside said Consuming Zone H, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone H, by wagon or truck, or shipments of such coal

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone H;

(c) To any points in Canada or Mexico when points of entry to those countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Bituminous coal produced in said Producing Zone H, of such special quality, for such special use or purpose, in such quantity, and consigned to such retail dealer or consumer outside said Consuming Zone H as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee, unless the consent in writing of said Coal Zone Permit Bureau to such diversion shall first have been obtained.

SECTION VI.

Bituminous coal produced in said Producing Zone H may be sold, shipped and distributed, for blacksmithing purposes only, in such portions of the United States outside Consuming Zone H as shall be designated in a permit issued to the producer of such coal by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as are, or may be from time to time, prescribed by said Administration. Every such permit shall be revocable by said Coal Zone Permit Bureau at any time.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Section 10.—Zone K and Modifications.

Order of the United States Fuel Administrator of Mar. 27, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone K," Regulating the Distribution and Apportionment of Bituminous Coal from Operations in Ohio.

WASHINGTON, D. C., March 27, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all

other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the State of Ohio, shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz: that portion of the States of Ohio, Indiana and Michigan on and within the following boundary lines;

On the East from Ironton, Ohio, on a line coincident with the Ohio River to East Liverpool; thence coincident with the Youngstown and Ohio River Railroad to Washingtonville; thence coincident with the Erie Railroad through Niles to Cleveland, Ohio; On the South and West from Ironton, Ohio, on a line coincident with the Ohio River to Cincinnati; thence coincident with the Pittsburgh, Cincinnati, Chicago & St. Louis Railway through Hamilton, Ohio, to Richmond, Indiana; thence coincident with the Grand Rapids and Indiana Railway and its branches to Mackinaw City, Michigan.

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further*, that this order shall not apply to bituminous coal—

- (a) Shipped for use as railroad fuel,
- (b) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated consuming zone;
- (c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries

of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 10, 1918, Effective April 10, 1918, Modifying, with Respect to Shipments from Operations in Ohio, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone K" Being Modification No. 1 of said Order.

WASHINGTON, D. C., *April 10, 1918.*

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the producing districts of Ohio be permitted to make shipments to points outside of "Zone K," as described in the order of March 27, 1918, and that further apportionment of Bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to Bituminous coal Zone K" of March 27, 1918, will facilitate the movement of Bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of Bituminous coal to aid in the successful prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer of bituminous coal (which term includes every person, firm, corporation, or association operating as owner, lessee, or purchaser of the entire output of a mine) in the producing districts of Ohio, may in addition to the territory to which they are permitted to ship under "Zone K," sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, hereinafter called consuming zone, viz:

All points in the State of Ohio, located east of a line coincident with the Youngstown & Ohio River R. R. from East Liverpool, Ohio, to Washingtonville, Ohio; thence coincident with the Erie Railroad through Niles, Ohio, to Cleveland, Ohio.

This order shall be effective on and after April 10, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 16, 1918, Effective April 22, 1918, Modifying, with Respect to Shipments from Operations in Mason County, West Virginia, on the Ohio River Division of the Baltimore and Ohio Railroad, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone K", Being Modification No. 2, of said Order.

WASHINGTON, D. C., *April 16, 1918.*

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the Army and Navy that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of

production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such sections; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in the different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and act of congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee, or purchaser of the entire output of the mine) of bituminous coal in Mason County, West Virginia, located along the line of the Baltimore & Ohio Railroad, Ohio River Division, shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers and for use and consumption within the following described sections of the United States hereinafter called consuming Zone, viz:

(1) The territory as originally outlined under "Zone K", which is permitted to be served by Ohio Mines.

(2) All the territory permitted to be reached by modification number one to "Zone K".

(3) All points located along the Ohio River Division of the Baltimore & Ohio Railroad and branches between Parkersburg and Kenova,

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further,* that this order shall not apply to bituminous coal—

(a) Shipped for use as railroad fuel.

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes), excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated consuming zone;

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 22, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 4, 1918, Effective Sept. 9, 1918, Modifying with Respect to Shipments from Operations in Ohio and In Mason County, West Virginia, the Order of March 27, 1918, Establishing Bituminous Coal "Zone K," being Modification No. 3 of said Order.

WASHINGTON, D. C., September 4, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the producing districts of Ohio and on the Ohio River Division of the Baltimore & Ohio Railroad in Mason County, West Virginia, be prohibited from making shipments of bituminous coal to certain sections included in "Zone K" as described in the order of March 27, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone K" of March 27, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the coal producing districts of Ohio and in the coal producing districts located on the Ohio River Division of the Baltimore & Ohio Railroad in Mason County, West Virginia, shall sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All points in the lower peninsula of Michigan located on and east of a line coincident with the Grand Rapids & Indiana Railway and its branches:

Provided, however, that any such producer may ship such a quantity of coal of such quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order shall be effective on and after September 9, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 16, 1918, Effective Sept. 17, 1918, Modifying, with respect to Shipments from Operations in the State of Ohio, and in Mason County, West Virginia, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone K," and Vacating the Order of Sept. 4, 1918, Modifying said Order of Mar. 27, 1918, being Modification No. 4 of said Order.

WASHINGTON, D. C., September 16, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the producing districts of Ohio and on the Ohio River Division of the Baltimore & Ohio Railroad in Mason County, West Virginia, be prohibited from making shipments of bituminous coal to certain sections included in "Zone K" as described in the order of March 27, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered

by his "order relative to bituminous coal Zone K" of March 27, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the coal producing districts of Ohio and in the coal producing districts located on the Ohio River Division of the Baltimore & Ohio Railroad in Mason County, West Virginia, shall sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All points in the lower peninsula of Michigan located on and east of a line coincident with the Grand Rapids & Indiana Railway and its branches,

Provided, however, that any such producer may ship into the territory last above described bituminous coal of special quality for use only in by-product and gas plants, and prepared sizes of bituminous coal to retail dealers for use only by domestic consumers, such shipments to be made subject to any rules and regulations which may be prescribed from time to time by the United States Fuel Administration and under the supervision of the District Representative of the United States Fuel Administration in charge of the above described producing field, and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order hereby cancels the order dated September 4, 1918, entitled "Modification Number three of Order of March 27, 1918, relative to bituminous coal 'Zone K' modifying the provisions of said coal 'Zone K' with respect to the sale, shipment, distribution and apportionment by the producers of bituminous coal operating in the coal producing districts of the state of Ohio and in the coal producing districts located on the Ohio River Division of the Baltimore & Ohio Railroad in Mason County, West Virginia," from and after September 12, 1918.

This order shall be effective on and after September 17, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 10, 1918, Effective Oct. 10, 1918, Vacating and Setting Aside all Prior Orders Relative to Bituminous Coal "Zone K," and Establishing a Regulation of the Sale, Shipment, Distribution and Apportionment of Bituminous Coal Produced in the State of Ohio.

WASHINGTON, D. C., October 10, 1918.

It appearing to the United States Fuel Administrator that the various orders heretofore made by said Administrator relative to Bituminous Coal Zone K, regulating the sale, shipment, distribution and apportionment of bituminous coal produced in the State of Ohio, should be revised and embodied in a single regulation,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the Order of said Administrator dated March 27, 1918, entitled "Order relative to Bituminous Coal 'Zone K' regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the coal producing districts of the State of Ohio," and all amendments and Modifications of said order, be and the same hereby are vacated and set aside as of the effective date of the regulation hereinafter established, and

Hereby makes and establishes the following regulation effective October 10, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the State of Ohio, hereby designated Producing Zone K, shall be sold, shipped or distributed, except to consumers and for use or consumption within the following described sections of the United States, viz.:

(1) That portion of the State of Ohio located east of a line coincident with the Pittsburgh, Cincinnati, Chicago & St. Louis Railway from Cincinnati, Ohio, through Hamilton, Ohio, to the western boundary of Ohio;

(2) That portion of the State of Indiana located east of a line coincident with the Grand Rapids & Indiana Railway from Richmond, Indiana, through Fort Wayne to the northern boundary of Indiana,

Provided, however, that slack or screenings produced in said Producing Zone K may be sold, shipped and distributed to consumers and for use and consumption within the following described section of the United States, in addition to the territory hereinbefore described, viz.:

That portion of the lower peninsula of the State of Michigan located east and south of a line coincident, from the southern boundary of Michigan, with the line of the New York Central Railroad from Toledo, Ohio, to Jackson, Michigan; thence coincident with the Michigan Central Railroad to Detroit, Michigan: and

Provided, further, that, subject to any rules and regulations that may from time to time be prescribed by the United States Fuel Administration, and under the supervision of the District Representative of the United States Fuel Administration in charge of said Producing Zone K, bituminous coal of special quality produced in said zone, may be shipped for use only for by-product purposes and the manufacture of illuminating gas, and not as steam coal, and prepared sizes of and run of mine bituminous coal produced in said zone may be shipped for use only by domestic consumers. in the following described section of the United States, viz.:

That portion of the lower peninsula of the State of Michigan located east of a line coincident with the Grand Rapids & Indiana Railway and its branches.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone K, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in such boundary and all places included within the switching limits of such points.

SECTION III.

Coal consigned in accordance with the terms of Section I hereof, shall not be diverted to any point outside said Consuming Zone K, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone K, by wagon or truck, or shipments of such coal—

- (a) For use as railroad fuel;
- (b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone K,
- (c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Coal produced in said Producing Zone K, of such special quality for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone K as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau shall first have been obtained.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Assistant United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 31, 1918, Effective Nov. 4, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone K, being Modification No. 1 of said Order.

WASHINGTON, D. C., October 31, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal, Consuming Zone K as defined in the order of said Administrator dated October 10, 1918, relating to Bituminous Coal Zone K, should be enlarged to the extent hereinafter specified,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that Section I of the Regulation aforesaid be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the State of Ohio, hereby designated Producing Zone K, shall be sold, shipped or distributed, except to consumers, and for use or consumption within the following described sections of the United States, viz.:

(1) That portion of the State of Ohio located east of a line coincident with the Pittsburgh, Cincinnati, Chicago & St. Louis Railway from Cincinnati, Ohio, through Hamilton, Ohio, to the western boundary of Ohio;

(2) That portion of the State of Indiana located east of a line coincident with the Grand Rapids & Indiana Railway from Richmond, Indiana, through Fort Wayne to the northern boundary of Indiana,

Provided, however, that, subject to any rules and regulations that may from time to time be prescribed by the United States Fuel Administration, and under the supervision of the District Representative of the United States Fuel Administration in charge of said Producing Zone K, bituminous coal of special quality produced in said zone, may be shipped for use only for by-product purposes and the manufacture of illuminating gas, and not as steam coal, and prepared sizes of and run of mine bituminous coal produced in said zone may be shipped for use only by domestic consumers, in the following described territory, and that run of mine and slack and screenings produced in the Hocking, Pomeroy, Jackson, Crooksville and Ironton Districts of said Producing Zone K may be sold, shipped and distributed to consumers and for use and consumption in said territory, viz.:

That portion of the lower peninsula of the State of Michigan located east of a line coincident with the Grand Rapids & Indiana Railway and its branches, and

Provided, further, that bituminous coal produced in said Producing Zone K, along the New York Central, Erie, Pittsburgh & West Virginia and Wheeling & Lake Erie Railroads, when routed via the Erie, New York Central, or New York, Chicago & St. Louis Railroads, may be sold, shipped and distributed to consumers and for use and consumption in the following described territory, viz.:

That portion of northwestern Pennsylvania and southwestern New York north and west of a line coincident with the Erie Railroad from Sharon, Pennsylvania, through Meadville and Cory, Pennsylvania, and Dayton, New York, to Buffalo, New York.

This order shall be effective November 4, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 7, 1918, Effective Nov. 11, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone K, Being Modification No. 2 of Said Order.

WASHINGTON, D. C., November 7, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal, all grades and qualities of bituminous coal produced in Producing Zone K should be permitted to move to the lower peninsula of Michigan,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that Section I of the Regulation aforesaid be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided; no bituminous coal produced in the State of Ohio, hereby designated Producing Zone K, shall be sold, shipped, or distributed, except for use or consumption within the following-described sections of the United States, viz:

(1) That portion of the State of Ohio located east of a line coincident with the Pittsburgh, Cincinnati, Chicago & St. Louis Railway from Cincinnati, Ohio, through Hamilton, Ohio, to the western boundary of Ohio:

(2) That portion of the State of Indiana located east of a line coincident with the Grand Rapids & Indiana Railway from Richmond, Indiana, through Fort Wayne to the northern boundary of Indiana;

(3) That portion of the lower peninsula of the State of Michigan located east of a line coincident with the Grand Rapids & Indiana Railway and its branches, and

Provided, further, That bituminous coal produced in said Producing Zone K, along the New York Central, Erie, Pittsburgh & West Virginia and Wheeling & Lake Erie Railroads, when routed via the Erie, New York Central, or New York, Chicago & St. Louis Railroads, may be sold, shipped, and distributed for use and consumption in the following described territory, viz:

That portion of northwestern Pennsylvania and southwestern New York north and west of a line coincident with the Erie Railroad from Sharon, Pennsylvania, through Meadville and Cory, Pennsylvania, and Dayton, New York, to Buffalo, New York.

This order shall be effective November 11, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Section 11.—Zone L and Modifications.

Order of the United States Fuel Administrator of Mar. 27, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone L", Regulating the Distribution and Apportionment of Bituminous Coal from Operations in the High Volatile Districts of West Virginia along the Kanawha and Michigan, Kanawha and West Virginia, Coal and Coke (West of Dundon) Railways and their Short Line Connections.

WASHINGTON, D. C., March 27, 1918.

It appearing to the United States Fuel Administrator that it is essential to the National security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives, and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal produced in the various coal fields of the United States, for delivery and consumption thereof in different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to

time at any time hereafter, every producer (which term includes every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of West Virginia, along the Kanawha & Michigan, Kanawha & West Virginia, Coal & Coke (West of Dundon) Railways and their short line connections, shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz:

(1) Those portions of the States of West Virginia, Ohio and Indiana on and within the following boundary lines:

On the East from Charleston, West Virginia on a line coincident with the Kanawha & Michigan Railway, Zanesville & Western Railway and Toledo and Ohio Central Railway through Zanesville to Bucyrus; thence coincident with the Pennsylvania Lines West to Sandusky, Ohio; On the West from Charleston, West Virginia, on a line coincident with the Kanawha & Michigan Railway to Athens, Ohio; thence coincident with the Baltimore & Ohio Railroad through Chillicothe and Washington Courthouse to Dayton; thence coincident with the Pittsburgh, Cincinnati, Chicago & St. Louis Railway to Richmond, Indiana, thence coincident with the Grand Rapids and Indiana Railway to the Michigan State Line;

(2) All of the Lower Peninsula of Michigan,

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further* that this order shall not apply to bituminous coal:

(a) Shipped for use as railroad fuel.

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated consuming zone;

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 23, 1918, Effective April 23, 1918, Modifying, with Respect to Shipments in Box Cars from Operations in West Virginia along the Kanawha and Michigan; Kanawha and West Virginia, Coal and Coke (West of Dundon) Railways and their Short Line Connections, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone L," Being Modification No. 1 of said Order.

WASHINGTON, D. C., April 23, 1918.

It appearing to the United States Fuel Administrator, that further apportionment of Bituminous coal in that portion of the so-called "Zone L" covered by his Order relative to Bituminous coal "Zone L" of March 27, 1918, will facilitate the movement of Bituminous coal, tend to prevent scarcity thereof and is necessary for the production of a sufficient quantity of Bituminous coal to aid in the successful prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said

Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917;

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, producers (which term includes every person, firm, corporation and association operating as owner, lessee, or purchaser of the entire output of a mine) of Bituminous coal operating in the coal producing districts in the State of West Virginia, along the Kanawha and Michigan, Kanawha and West Virginia, Coal and Coke (East of Dundon¹) Railways and their short line connections, may in addition to the consuming zone to which they may sell, ship and distribute coal under the Order of March 27, 1918, relative to Bituminous Coal "Zone L" sell, ship and distribute to such coal dealers and consumers and for use and consumption within the following described section of the United States, viz:

(1) West bound to all points reached via the car ferries of the (a) Grand Trunk Railway operating between Grand Haven, Mich., and Milwaukee, Wis. (b) Pere Marquette Railway operating between Ludington, Mich., and Manitowoc, Wis., and between Ludington, Mich., and Milwaukee, Wis. (c) Ann Arbor Steamship Company operating between Frankfort, Mich., and Manistique, Mich., between Frankfort, Mich., and Menominee, Mich.; between Frankfort, Mich., and Kewaunee, Wis.; and between Frankfort, Mich., and Manitowoc, Wis.

Provided however, that shipments made in accordance with this order shall be permitted only when coal is loaded in returning box cars or returning stock cars.

This order shall be effective on and after April 23, 1918.

H. A. GARFIELD,
United States Fuel Administration.

Order of the United States Fuel Administrator of June 8, 1918, Effective June 20, 1918, Modifying, with Respect to Shipments from Operations in West Virginia, along the Kanawha and Michigan, Kanawha and West Virginia, and Coal & Coke (West of Dundon) Railways, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone L," Being Modification No. 2 of said Order.

WASHINGTON, D. C., June 8, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the high volatile coal producing districts of West Virginia along the Kanawha & Michigan, Kanawha & West Virginia and the Coal & Coke (west of Dundon) Railways and their short line connections be restricted in their shipments of coal from certain points in "Zone L" as described in the order of March 27 and that restriction of the movement of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone L," of March 27, 1918, will facilitate the movement of bituminous coal to other consuming territory, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every per-

¹ The expression, "East of Dundon," was a typographical error and should have been "West of Dundon." It was corrected by a notice signed by the United States Fuel Administrator dated May 15, 1918.

son, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the high volatile coal producing districts of West Virginia along the Kanawha & Michigan, Kanawha & West Virginia and the Coal and Coke (west of Dundon) Railways and their short line connections, shall not, except as provided in the order of March 27, 1918, sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

Points in Indiana located on and east of a line coincident with the Pittsburgh, Cincinnati, Chicago & St. Louis Railway from Richmond Junction, Indiana, to Richmond, Indiana; thence coincident with the Grand Rapids & Indiana Railway to the Indiana-Michigan state line.

This order shall be effective on and after June 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 4, 1918, Effective Sept. 9, 1918, Modifying, with Respect to Shipments from Operations in High Volatile Coal Producing Districts of West Virginia, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone L," being Modification No. 3 of said Order.

WASHINGTON, D. C., September 4, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the high volatile coal producing districts of West Virginia along the Kanawha & Michigan, Kanawha & West Virginia and the Coal & Coke (west of Dundon) Railways and their short line connections, be prohibited from making shipments of bituminous coal to certain sections included in "Zone L" as described in the order of March 27, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone L" of March 27, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the high volatile coal producing districts of West Virginia along the Kanawha & Michigan, Kanawha & West Virginia and Coal & Coke (west of Dundon) Railways and their short line connections, shall sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All of the lower peninsula of Michigan,

Provided, however, that any such producer may ship such a quantity of coal of such quality, and for such special use or purpose and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order shall be effective on and after September 9, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 16, 1918, Effective Sept. 17, 1918, Modifying, with respect to Shipments from Operations in the High Volatile Coal Producing Districts of West Virginia, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone L," and Vacating the Order of Sept. 4, 1918, Modifying said Order of Mar. 27, 1918, being Modification No. 4 of said Order.

WASHINGTON, D. C., September 16, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the high volatile coal producing districts of West Virginia along the Kanawha & Michigan, Kanawha & West Virginia and the Coal & Coke (west of Dundon) Railways and their short line connections, be prohibited from making shipments of bituminous coal to certain sections included in "Zone L" as described in the order of March 27, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone L" of March 27, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the high volatile coal producing districts of West Virginia along the Kanawha & Michigan, Kanawha & West Virginia and Coal & Coke (west of Dundon) Railways and their short line connections, shall sell, ship, or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All of the lower peninsula of Michigan. *Provided, however,* that any such producer may ship into the territory last above described bituminous coal of special quality for use only in by-product and gas plants, and prepared sizes of bituminous coal to retail dealers for use only by domestic consumers, such shipments to be made subject to any rules and regulations which may be prescribed from time to time by the United States Fuel Administration and under the supervision of the District Representative of the United States Fuel Administration in charge of the above described producing field; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order hereby cancels the order dated September 4, 1918, entitled "Modification number three of order of March 27, 1918, relative to bituminous coal 'Zone L' modifying the provisions of said coal 'Zone L' with respect to the sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the high volatile coal producing districts of West Virginia located along the Kanawha & Michigan, Kanawha & West Virginia and Coal & Coke (West of Dundon) Railways and their short line connections," from and after September 12, 1918.

This order shall be effective on and after September 17, 1918.

H. A. GARFIELD,
United States Fuel Administration.

Order of the United States Fuel Administrator of Oct. 10, 1918, Effective Oct. 10, 1918, Vacating and Setting Aside all Prior Orders Relative to Bituminous Coal "Zone L," and Establishing a Regulation of the Sale, Shipment, Distribution and Apportionment of Bituminous Coal Produced in the High Volatile Coal-Producing Districts of West Virginia by Producers Located along the Lines of the Kanawha and Michigan, Kanawha and West Virginia, Coal & Coke (West of Dundon) Railways and their Short Line Connections.

WASHINGTON, D. C., October 10, 1918.

It appearing to the United States Fuel Administrator that the various orders heretofore made by said Administrator relative to Bituminous Coal Zone L, regulating the sale, shipment, distribution and apportionment of bituminous coal produced in the high volatile coal producing districts of West Virginia, hereinafter described, should be revised and embodied in a single regulation,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the Order of said Administrator, dated March 27, 1918, entitled "Order relative to Bituminous Coal 'Zone L' regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment, by all producers of bituminous coal operating in the high volatile coal producing districts of West Virginia located along the Kanawha & Michigan, Kanawha & West Virginia, Coal & Coke (west of Dundon) Railways and their short line connections," and all amendments and modifications of said order be, and the same hereby are vacated and set aside as of the effective date of the regulation hereinafter established, and

Hereby makes and establishes the following regulation effective October 10, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced by operators in the high volatile coal producing districts of West Virginia located along the Kanawha & Michigan, Kanawha & West Virginia, Coal & Coke (west of Dundon) Railways and their short line connections, hereby designated Producing Zone L, shall be sold, shipped or distributed, except to consumers and for use and consumption in the following described sections of the United States, viz.:

(1) All stations and points of delivery in the State of West Virginia located on the Kanawha & Michigan, Kanawha & West Virginia, Coal & Coke (west of Dundon) Railways and their short line connections;

(2) That portion of the State of Ohio located west and north of a line coincident with the Pennsylvania lines west from Sandusky, Ohio, to Bucyrus; thence coincident with the Toledo & Ohio Central, Zanesville & Western and Kanawha & Michigan Railways through Zanesville to Athens; thence coincident with the Baltimore & Ohio Railroad through Chillicothe and Washington Courthouse to Dayton; thence coincident with the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad to the western boundary of Ohio; and all stations and points of delivery located on the Kanawha & Michigan Railway from Kanauga, Ohio, to Athens,

Provided, however, that, subject to any rules and regulations that may be from time to time prescribed by the United States Fuel Administrator, and under the supervision of the District Representative of the United States Fuel Administration in charge of said Producing Zone L, bituminous coal of special quality produced in said zone may be shipped for use only for by-product purposes and the manufac

ture of illuminating gas and not as steam coal, and prepared sizes of and run of mine bituminous coal produced in said zone may be shipped for use only by domestic consumers in the following described section of the United States, viz:

The lower peninsula of the State of Michigan, and

Provided further, that bituminous coal produced in said Producing Zone L, when loaded westbound in returning box cars or returning stock cars may be sold, shipped and distributed to consumers and for use and consumption within the following described section of the United States, in addition to the territory hereinbefore described, viz.:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Keweenaw, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone L, and wherever any boundary of said zone follows a line of railway, said zone shall include all points in the portion of the line of railway included in such boundary and all places included within the switching limits of such points.

SECTION III.

Coal consigned in accordance with the terms of Section I hereof shall not be diverted to any point outside said Consuming Zone L, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone L, by wagon or truck, or shipments of such coal:

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone L;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Coal produced in said Producing Zone L, of such special quality for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone L, as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau shall first have been obtained.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,
United States Fuel Administrator,
 By CYRUS GARNSEY, JR.,
Asst. United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 7, 1918, Effective Nov. 11, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone L, Being Modification No. 1 of Said Order.

WASHINGTON, D. C., November 7, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal the special restrictions imposed by Section I of the Regulation of said Administrator established by order dated October 10, 1918, relating to Bituminous Coal Zone L, on shipments of bituminous coal from Producing Zone L to the lower peninsula of the State of Michigan, should be removed,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that Section I of the Regulation aforesaid be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced by operators in the high volatile coal producing districts of West Virginia located along the Kanawha & Michigan, Kanawha & West Virginia, Coal & Coke (west of Dundon) Railways and their short line connections, hereby designated Producing Zone L, shall be sold, shipped, or distributed, except to consumers, and for use and consumption in the following described sections of the United States, viz:

(1) All stations and points of delivery in the State of West Virginia located on the Kanawha & Michigan, Kanawha & West Virginia, Coal & Coke (west of Dundon) Railways and their short line connections;

(2) That portion of the State of Ohio located west and north of a line coincident with the Pennsylvania lines west from Sandusky, Ohio, to Bucyrus; thence coincident with the Toledo & Ohio Central, Zanesville & Western, and Kanawha & Michigan Railways through Zanesville to Athens; thence coincident with the Baltimore & Ohio Railroad through Chillicothe and Washington Courthouse to Dayton; thence coincident with the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad to the eastern boundary of Ohio; and all stations and points of delivery located on the Kanawha & Michigan Railway from Kanauga, Ohio, to Athens;

(3) The lower peninsula of the State of Michigan.

Provided, however, that bituminous coal produced in said Producing Zone L, when loaded westbound in returning box cars or returning stock cars may be sold, shipped, and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manistowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin.

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; be-

tween Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective November 11, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 27, 1918, Effective Nov. 28, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone L, Being Modification No. 2 of Said Order.

WASHINGTON, D. C., November 27, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal produced in Producing Zone L, Consuming Zone L should be enlarged as hereinafter provided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section I, as heretofore amended, of the Regulation relative to Bituminous Coal Zone L, established by order of said Administrator dated October 10, 1918, be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced by operators in the high volatile coal producing districts of West Virginia located along the Kanawha & Michigan, Kanawha & West Virginia, Coal & Coke (west of Dundon) Railways and their short line connections, hereby designated Producing Zone L, shall be sold, shipped, or distributed, except for use and consumption in the following-described sections of the United States, viz:

- (1) The lower peninsula of the State of Michigan;
- (2) That portion of the State of Indiana north and east of a line coincident with the Pittsburgh, Cincinnati, Chicago & St. Louis Railway from the eastern boundary of Indiana to Richmond, Indiana; thence coincident with the Grand Rapids & Indiana Railway through Fort Wayne, Indiana, to the northern boundary of Indiana;
- (3) That portion of the State of Ohio located west and north of a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cleveland, Ohio, to Edison; thence coincident with the Toledo & Ohio Central, Zanesville & Western and Kanawha & Michigan Railways through Zanesville & Athens; thence coincident with the Baltimore & Ohio Railroad through Chillicothe and Washington Courthouse to Dayton; thence coincident with the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad to the eastern boundary of Ohio; and all stations and points of delivery located on the Kanawha & Michigan Railway from Kanauga, Ohio, to Athens;
- (4) All stations and points of delivery in the State of West Virginia located on the Kanawha & Michigan, Kanawha & West Virginia, Coal & Coke (west of Dundon) Railways and their short line connections.

Provided, however, that bituminous coal produced in Producing Zone L shall not be sold, shipped, or distributed for domestic use or to retail dealers in the above-described portion of Indiana, and

Provided further, that bituminous coal produced in said Producing Zone L, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped, and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

- (a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective November 28, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Section 12.—Zone M and Modifications.

Order of the United States Fuel Administrator of Mar. 23, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone M," Regulating the Distribution and Apportionment of Bituminous Coal from Operations in the Kenova-Thacker, Logan and Kanawha Districts of West Virginia and Kentucky along the Norfolk & Western and Chesapeake & Ohio Railways, and in the Eastern Kentucky District along the Chesapeake & Ohio, Sandy Valley & Elkhorn, and Norfolk & Western Railways and their Short Line Connections.

WASHINGTON, D. C., March 23, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the States of West Virginia and Kentucky in the Kenova-Thacker, Logan and Kanawha districts along the Norfolk & Western and Chesapeake & Ohio Railways and in the Eastern Kentucky districts along the

Chesapeake & Ohio, Sandy Valley & Elkhorn and Norfolk & Western Railways, and short line connections, shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz:

- (1) All of the lower peninsula of Michigan;
- (2) That portion of the States of Ohio and Indiana on and within the following boundary lines:

On and East from Kenova, West Virginia, coincident with the Norfolk and Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Hocking Valley Railway to Marion; thence coincident with the Pennsylvania Lines West to Sandusky, Ohio, on the West from Cincinnati, on a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to Indianapolis; thence coincident with the Chicago, Indianapolis & Louisville Railway to Michigan City, Indiana.

(3) Points in the States of Kentucky, West Virginia, and Virginia, located on the main line of the Chesapeake & Ohio Railway, westbound to and including Cincinnati and eastbound on the main line of the Chesapeake & Ohio Railway and Norfolk & Western Railway to and including Tidewater with the exception that mines in the Big Sandy District of Northeastern Kentucky on the Chesapeake & Ohio Railway, and Sandy Valley & Elkhorn Railway, and short line connections may also ship to Kentucky points on the line of the Chesapeake & Ohio Railway from Ashland to Louisville, Kentucky, inclusive,

Provided, however, that any such producer may ship such a quantity of coal of such quality, and for such special use or purpose and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further* that this order shall not apply to bituminous coal:

- (a) Shipped for use as railroad fuel,
- (b) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated consuming zones;
- (c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 10, 1918, Effective April 20, 1918, Modifying, with Respect to Shipments from Operations in West Virginia and Kentucky in the Kanawha, Logan, and Eastern Kentucky Districts along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and Short Line Connections, West of Charleston, West Virginia, and in the Kenova-Thacker of West Virginia and Kentucky, along the Norfolk and Western Railway and Short Line Connections, the Order of March 27, 1918, Establishing Bituminous Coal "Zone M" Being Modification No. 1 of said Order.

WASHINGTON, D. C., April 10, 1918.

It appearing to the United States Fuel Administrator that it is essential to the greatest utilization of the transportation facilities of the Chesapeake & Ohio and

Norfolk & Western Railways, that avoidable cross hauls of loaded and empty coal cars on these railways be reduced to a minimum, and that further apportionment of Bituminous coal in that portion of the so-called "Zoning System" covered by his "order" relative to Bituminous coal "Zone M" of March 27, 1918, will facilitate the movement of Bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of Bituminous coal to aid in the successful prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, producers (which term includes every person, firm, corporation, or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the States of West Virginia and Kentucky in the Kanawha, Logan, and Eastern Kentucky districts along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and short line connections, west of Charleston, West Va., and producers of bituminous coal in the States of West Virginia and Kentucky in the Kenova-Thacker District along the Norfolk & Western Railway and short line connections, shall not, except as hereinafter provided, sell, ship, and distribute such coal to dealers and consumers, and for use and consumption within the following described sections of the United States, viz:

(1) All points east of Charleston, West. Va., on the main line of the Chesapeake & Ohio Railway including tidewater trans-shipping ports;

(2) All points east of Iaeger, West Va., on the Norfolk & Western Railway including tidewater trans-shipping ports;

Provided, however, That any such producer may ship such a quantity of coal of such quality, and for such special use or purpose and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration.

This order shall be effective on and after April 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 18, 1918, Effective April 18, 1918, Modifying with Respect to Shipments from Operations of the Elkhorn City Coal Company of Elkhorn City, Pike County, Kentucky, along the Chesapeake and Ohio and the Carolina, Clinchfield and Ohio railways, the order of Mar. 27, 1918, Establishing Bituminous Coal Zone "M," Being Modification No. 2 of said Order.

WASHINGTON, D. C., April 18, 1918.

It appearing to the United States Fuel Administrator that it is essential that the Elkhorn City Coal Company, located at Elkhorn City, Pike County, Kentucky, along the Chesapeake & Ohio, and Carolina, Clinchfield & Ohio Railways, be permitted to make shipments to points outside of "Zone M" as described in the Order of March 27, 1918, and that further apportionment of Bituminous coal in that portion of the so-called "zoning System" covered by his "order relative to Bituminous coal Zone M" of March 27, 1918, will facilitate the movement of bituminous coal; tend to prevent scarcity thereof and is necessary for the production of a sufficient quantity of bituminous coal, to aid in the successful prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917;

Hereby orders and directs that until further or other order of the United States Fuel administrator, and subject to revocation or modification by him from time to time and at any time hereafter, the Elkhorn City Coal Company, a producer of bituminous coal, located at Elkhorn City, Pike County, Kentucky, having operations along the Chesapeake & Ohio, and Carolina, Clinchfield & Ohio Railways, may, in addition to the territory to which they are permitted to ship under "Zone M," sell, ship, and distribute such coal to dealers and consumers, and for use and consumption within the following described section of the United States, viz:

All points within the territory to which producers of bituminous coal described under "Zone G" may ship.

This order shall be effective on and after April 18, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 29, 1918, Effective April 29, 1918, Modifying, with Respect to Shipments in Box Cars from Operations in the Kenova-Thacker, Kanawha and Logan Districts of West Virginia and Kentucky along the Norfolk & Western and Chesapeake & Ohio Railways and in the Eastern Kentucky Districts along the Chesapeake & Ohio, Sandy Valley & Elkhorn, and Norfolk & Western Railways and their Short Line Connections, the Order of Mar. 27, 1918, Establishing Bituminous Coal "Zone M", Being Modification of No. 3 of said Order.

WASHINGTON, D. C., April 29, 1918.

It appearing to the United States Fuel Administrator that further apportionment of Bituminous coal in that portion of the so-called "Zone M" covered by his "Order relative to Bituminous coal "Zone M" of March 27, 1918, will facilitate the movement of Bituminous coal, tend to prevent scarcity thereof and is necessary for the production of a sufficient quantity of Bituminous coal to aid in the successful prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917;

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, producers (which term includes every person, firm, corporation and association operating as owner, lessee or purchaser of the entire output of a mine) of Bituminous coal operating in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova-Thacker, Kanawha and Logan Districts along the Norfolk & Western and Chesapeake and Ohio Railways and in the high volatile coal producing districts in Kentucky in the Eastern Kentucky fields along the Chesapeake and Ohio, Sandy Valley and Elkhorn and Norfolk and Western Railways and short line connections, may in addition to the consuming Zone to which they may sell, ship and distribute coal under the Order of March 27, 1918, relative to Bituminous coal "Zone M" sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

(1) West bound to all points reached via the car ferries of the (a) Grand Trunk Railway operating between Grand Haven, Mich., and Milwaukee, Wis., (b) Pere Mar-

quette Railway operating between Ludington, Mich., and Manitowoc, Wis. and between Ludington, Mich., and Milwaukee, Wis. (c) Ann Arbor Steamship Company operating between Frankfort, Mich., and Manistique, Mich.; between Frankfort, Mich., and Menominee, Mich.; between Frankfort, Mich., and Kewaunee, Wis.; and between Frankfort, Mich., and Manitowoc, Wis.,

Provided however that shipments made in accordance with this order shall be permitted only when coal is loaded in returning box cars or returning stock cars.

This order shall be effective on and after April 29th, 1918.

H. A. GARFIELD,
U. S. Fuel Administrator.

Order of the United States Fuel Administrator of June 8, 1918, Effective June 20, 1918, Establishing Bituminous Coal "Zone M-1" Regulating the Apportionment and Distribution of Bituminous Coal from Operations in West Virginia in the Kanawha District East of and including St. Albans, West Virginia (including the Coal River Branch of the Chesapeake & Ohio Railway), along the Chesapeake & Ohio Railway and Short Line Connections.

WASHINGTON, D. C., June 8, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in different designated consuming sections of the United States, sometimes called a "Zoning System", will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress, therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the State of West Virginia in the Kanawha district, east of and including St. Albans, West Virginia (including the Coal River branch of the Chesapeake and Ohio Railway), along the Chesapeake and Ohio Railway and short line connections, shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers and for use and consumption

within the following described section of the United States hereinafter called consuming zone, viz:

(1) The States of North Carolina and Virginia and the District of Columbia, including tidewater terminals;

(2) Points east of and including St. Albans, in West Virginia, located on the direct line of the Chesapeake and Ohio Railway;

(3) That portion of the State of South Carolina on and east and north of a line coincident with the Southern Railway from Charlotte, N. C., through Chester, S. C., to Columbia; thence coincident with the Seaboard Air Line Railway to Denmark; thence coincident with the Southern Railway to Charleston;

(4) Westbound to all points reached via the car ferries of the (a) Grand Trunk Railway operating between Grand Haven, Mich., and Milwaukee, Wis., (b) Pere Marquette Railway operating between Ludington, Mich., and Manitowoc, Wis., and between Ludington, Mich., and Milwaukee, Wis., (c) Ann Arbor Steamship Company operating between Frankfort, Mich., and Manistique, Mich.; between Frankfort, Mich.; and Menominee, Mich.; between Frankfort, Mich.; and Kewaunee, Wis.; and between Frankfort, Mich., and Manitowoc, Wis., only when coal is loaded in returning box cars or returning stock cars,

Provided, however, that any such producer may ship such a quantity of coal of such quality, and for such use or purpose and to such retail dealer, consumer, or with regard to coal for transshipment via Lake Erie ports, such transshipper or dock operator outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such retail dealer, consumer or transhipper or dock operator, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further,* that this order shall not apply to bituminous coal:

(a) Shipped for use as railroad fuel,

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes), excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated consuming zones.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order hereby cancels the order dated March 27, 1918, effective April 1, 1918, entitled "Order relative to bituminous coal Zone M regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker, Kanawha and Logan districts along the Norfolk & Western and Chesapeake & Ohio Railways and in the high volatile coal producing districts in Kentucky in the Eastern Kentucky fields along the Chesapeake and Ohio, Sandy Valley and Elkhorn and Norfolk & Western Railways and short line connections," and all modifications thereto, from and after June 20, 1918.

This order shall be effective on and after June 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 14, 1918, Effective Nov. 22, 1918, Establishing Bituminous Coal Zone M-1, Regulating the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in the High Volatile Coal Producing Districts in the Kanawha District of West Virginia East of and Including St. Albans along the Chesapeake & Ohio Railway and its Short Line Connections and along the Coal River Branch of the Chesapeake & Ohio Railway, and Vacating all Prior Orders Relative to Bituminous Coal Zone M-1.

WASHINGTON, D. C., November 14, 1918.

It appearing to the United States Fuel Administrator that the various orders heretofore made by said Administrator relative to Bituminous Coal Zone M-1, regulating the sale, shipment, distribution, and apportionment of bituminous coal produced in the high volatile coal producing districts of West Virginia hereinafter described, should be revised and embodied in a single regulation,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of said Administrator, dated June 8, 1918, entitled "Order relative to Bituminous Coal 'Zone M-1,' regulating the production, sale, shipment, distribution, and apportionment of bituminous coal and the method of such production, sale, shipment, distribution, and apportionment, by all producers of bituminous coal operating in the high volatile coal producing districts of West Virginia in the Kanawha district east of and including St. Albans, West Virginia (including the Coal River branch of the Chesapeake and Ohio Railroad), along the Chesapeake & Ohio Railway and short line connections," and all amendments and modifications of said order be, and the same hereby are, vacated and set aside as of the effective date of the regulation hereinafter established, and

Hereby makes and establishes the following regulation effective November 22, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced by operators in the high volatile coal producing districts in the Kanawha district of West Virginia east of and including St. Albans, along the Chesapeake & Ohio Railway and its short-line connections, and along the Coal River branch of the Chesapeake & Ohio Railway, hereby designated Producing Zone M-1, shall be sold, shipped, or distributed, except to consumers, and for use and consumption, in the following-described sections of the United States, viz:

(1) The lower peninsula of the State of Michigan;

(2) That portion of the State of Ohio within the following boundaries: On the east, commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio; thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Hocking Valley Railway to Marion; thence coincident with the Pennsylvania Lines west to Sandusky, Ohio; and on the west from Cincinnati, Ohio, on a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to the western boundary of Ohio; thence coincident with said western boundary to the northern boundary of Ohio;

(3) Points in the States of West Virginia and Kentucky located on the main line of the Chesapeake & Ohio Railway to and including Cincinnati, Ohio;

(4) The States of North Carolina and Virginia and the District of Columbia, including tidewater terminals;

(5) That portion of the State of South Carolina east and north of a line coincident with the Southern Railway from Charlotte, North Carolina, through Chester, South Carolina, to Columbia; thence coincident with the Seaboard Air Line Railway to to Denmark; thence coincident with the Southern Railway to Charleston;

Provided, however, that bituminous coal produced in said Producing Zone M-1, when loaded westbound in returning box cars or returning stock cars may be sold, shipped, and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone M-1, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in such boundary and all places included within the switching limits of such points.

SECTION III.

Coal consigned in accordance with the terms of Section I hereof, shall not be diverted to any point outside said Consuming Zone M-1, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone M-1, by wagon or truck, or shipments of such coal

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone M-1;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Bituminous coal produced in said Consuming Zone M-1 of such quality for such use and purpose, in such quantity, and consigned to such retail dealer or consumer outside said Consuming Zone M-1, or in case of coal for lake shipment via Lake Erie ports, to such lake forwarder or dock operator, as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration, in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to such retail dealer, consumer, lake forwarder or dock operator, provided that no coal shipped under such permit shall be diverted

by reconsignment or otherwise from the original consignee, unless the consent in writing of said Coal Zone Permit Bureau to such diversion shall first have been obtained.

Any person, firm, corporation, or association violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 27, 1918, Effective Nov. 28, 1918, Modifying the Order of Nov. 14, 1918, Relative to Bituminous Coal Zone M-1, Being Modification No. 1 of Said Order.

WASHINGTON, D. C., November 27, 1918.

It appearing to the United States Fuel Administrator that for the better distribution of bituminous coal produced in Producing Zone M-1, Consuming Zone M-1 should be enlarged as hereinafter provided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section I of the Regulation relative to Bituminous Coal Zone M-1, established by order of said Administrator dated November 14, 1918, be, and the same hereby is amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced by operators in the high volatile coal producing districts in the Kanawha District of West Virginia east of and including St. Albans, along the Chesapeake & Ohio Railway and its short-line connections, and along the Coal River branch of the Chesapeake & Ohio Railway, hereby designated Producing Zone M-1, shall be sold, shipped, or distributed, except for use and consumption in the following described sections of the United States, viz:

- (1) The lower peninsula of the State of Michigan;
- (2) That portion of Indiana located north and east of a line coincident, from the eastern boundary of Indiana, with the line of the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cincinnati, Ohio, to Indianapolis, Indiana; thence coincident with the Chicago, Indianapolis & Louisville Railway through Frankfort, Delphi, and Wilder to Michigan City, Indiana;
- (3) That portion of the State of Ohio within the following boundaries: On the east, commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio; thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway through Delaware to Cleveland, Ohio; and on the west, commencing at Cincinnati, Ohio; thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to the western boundary of Ohio, thence coincident with said western boundary to the northern boundary of Ohio;
- (4) Points in the States of West Virginia and Kentucky on the main line of the Chesapeake & Ohio Railway to and including Cincinnati, Ohio;
- (5) The States of North Carolina and Virginia, and the District of Columbia, including tidewater terminals;
- (6) That portion of the State of South Carolina east and north of a line coincident with the Southern Railway from Charlotte, North Carolina, through Chester, South

Carolina, to Columbia; thence coincident with the Seaboard Air Line Railway to Denmark; thence coincident with the Southern Railway to Charleston;

Provided, however, that bituminous coal produced in said Producing Zone M-1 shall not be sold, shipped, or distributed for domestic use, or to retail dealers, in the above-described portion of the State of Indiana, and

Provided further, that bituminous coal produced in said Producing Zone M-1, when loaded westbound in returning box cars or returning stock cars may be sold, shipped, and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective November 28, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of June 8, 1918, Effective June 20, 1918, Establishing Bituminous Coal "Zone M-2" Regulating the Apportionment and Distribution of Bituminous Coal from Operations in West Virginia in the Logan and Kanawha Districts West of St. Albans, West Virginia, along the Chesapeake & Ohio Railway and Short Line Connections.

WASHINGTON, D. C., June 8, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the location of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities, and that among such means are the elimination of unnecessarily long hauls and avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such sections; and that apportionment of the bituminous coal, produced in the various coal fields of the United States for delivery and consumption thereof in different designated consuming sections of the United States, sometimes called a "Zoning System", will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose

of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the State of West Virginia in the Logan and Kanawha districts west of St. Albans, West Virginia, along the Chesapeake and Ohio Railway and short line connections, shall, except as hereinafter provided, sell, ship, and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz:

(1) All of the lower peninsula of Michigan;

(2) That portion of the State of Ohio on and within the following boundary lines;

On the east from Kenova, West Virginia, coincident with the Norfolk & Western Railway to Sciotoville, Ohio, thence coincident with the Chesapeake and Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Hocking Valley Railway to Marion; thence coincident with the Pennsylvania Lines west to Sandusky, Ohio; and on the west from Cincinnati, Ohio on a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to the Ohio-Indiana state line;

(3) Points in the States of Kentucky and West Virginia located on the main line of the Chesapeake & Ohio Railway westbound to and including Cincinnati, Ohio;

(4) Westbound to all points reached via the car ferries of the (a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wis., (b) Pere Marquette Railway operating between Ludington, Michigan and Manitowoc, Wis., and between Ludington, Mich., and Milwaukee, Wis., (c) Ann Arbor Steamship Company operating between Frankfort, Mich., and Manistique, Mich., between Frankfort, Mich., and Menominee, Mich., between Frankfort, Mich., and Kewaunee, Wis., and between Frankfort, Mich., and Manitowoc, Wis., only when coal is loaded in returning box cars or returning stock cars.

Provided, however, that any such producer may ship such a quantity of coal of such quality, and for such special use or purpose and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further* that this order shall not apply to bituminous coal—

(a) Shipped for use as railroad fuel;

(b) Shipped in whole or part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to waterways would not terminate within the above designated consuming zones;

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order hereby cancels the order dated March 27, 1918, effective April 1, 1918, entitled "Order relative to bituminous coal Zone M regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova-Thacker, Kanawha and Logan Districts along the Norfolk and Western and Chesapeake & Ohio Railways and in the high volatile coal

producing districts in Kentucky in the Eastern Kentucky fields along the Chesapeake & Ohio, Sandy Valley and Elkhorn and Norfolk and Western Railways and short line connections," and all modifications thereto, from and after June 20, 1918.

This order shall be effective on and after June 20, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 4, 1918, Effective Sept. 9, 1918, Modifying, with respect to Shipments from Operations in the High Volatile, Coal Producing Districts of West Virginia, the Order of June 8, 1918, Establishing Bituminous Coal "Zone M-2", being Modification No. 1 of said Order.

WASHINGTON, D. C., September 4, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the high volatile coal producing districts of West Virginia in the Logan & Kanawha Districts west of St. Albans, West Virginia, along the Chesapeake & Ohio Railway and short line connections, be prohibited from making shipments of bituminous coal to certain sections included in "Zone M-2" as described in the order of June 8, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone M-2" of June 8, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the high volatile coal producing districts of West Virginia, in the Logan and Kanawha Districts west of St. Albans, West Virginia, along the Chesapeake & Ohio Railway and short line connections, shall sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All of the lower peninsula of Michigan,

Provided, however, that any such producer may ship such a quantity of coal of such quality, and for such special use or purpose and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order shall be effective on and after September 9, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator, of Sept. 16, 1918, Effective Sept. 17, 1918, Modifying, with respect to Shipments from Operations in the High Volatile Coal Producing Districts of West Virginia, the Order of June 8, 1918, Establishing Bituminous Coal "Zone M-2", and Vacating the Order of Sept. 4, 1918, Modifying said Order of June 8, 1918, Being Modification No. 2 of said Order.

WASHINGTON, D. C., September 16, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the high volatile coal producing districts of West Virginia in the Logan and Kanawha Districts west of St. Albans, West Virginia, along the Chesapeake & Ohio Railway and short line connections, be prohibited from making shipments of bituminous coal to certain sections included in "Zone M-2" as described in the order of June 8, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone M-2" of June 8, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the high volatile coal producing districts of West Virginia, in the Logan and Kanawha Districts west of St. Albans, West Virginia, along the Chesapeake & Ohio Railway and short line connections, shall sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All of the lower peninsula of Michigan,

Provided, however, that any such producer may ship into the territory last above described bituminous coal of special quality for use only in by-product and gas plants and prepared sizes of bituminous coal to retail dealers for use only by domestic consumers, such shipments to be made subject to any rules and regulations which may be prescribed from time to time by the United States Fuel Administration and under the supervision of the District Representative of the United States Fuel Administration in charge of the above described producing field; and

Provided further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order hereby cancels the order dated September 4, 1918, entitled "Modification Number one of order of June 8, 1918, relative to bituminous coal 'Zone M-2' modifying the provisions of said coal 'Zone M-2' with respect to the sale, shipment, distribution and apportionment by the producers of bituminous coal operating in the high volatile coal producing districts of West Virginia in the Logan and Kanawha Districts west of St. Albans, West Virginia, along the Chesapeake & Ohio Railway and short line connections", from and after September 12, 1918.

This order shall be effective on and after September 17, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 10, 1918, Effective Oct. 10, 1918, Vacating and Setting Aside all Prior Orders Relative to Bituminous Coal "Zone M-2," and Establishing a Regulation of the Sale, Shipment, Distribution and Apportionment of Bituminous Coal Produced in the High Volatile Coal Producing Districts of West Virginia, in the Logan and Kanawha Districts West of St. Albans, West Virginia, Along the Chesapeake & Ohio Railway and Short Line Connections.

WASHINGTON, D. C., October 10, 1918.

It appearing to the United States Fuel Administrator that the various orders heretofore made by said Administrator relative to Bituminous Coal Zone M-2, regulating the sale, shipment, distribution and apportionment of bituminous coal in the coal producing districts of the State of West Virginia hereinafter described should be revised and embodied in a single regulation,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the Order of said Administrator, dated June 8, 1918, entitled "Order relative to bituminous Coal Zone M-2 regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the high volatile coal producing districts of West Virginia in the Logan and Kanawha Districts west of St. Albans, West Virginia, along the Chesapeake & Ohio Railway and short line connections," and all amendments and modifications of said order be and the same hereby are vacated and set aside as of the effective date of this regulation hereinafter established, and

Hereby makes and establishes the following regulation effective October 10, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided no bituminous coal produced in the high volatile coal producing districts of West Virginia in the Logan and Kanawha Districts west of St. Albans, West Virginia, along the Chesapeake & Ohio Railway and short line connections, shall be sold, shipped or distributed except to consumers and for use and consumption in the following described sections of the United States, viz.:

(1) That portion of the State of Ohio within the following boundaries:

On the east, commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio, thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Hocking Valley Railway to Marion; thence coincident with the Pennsylvania Lines west to Sandusky, Ohio; and on the west from Cincinnati, Ohio, on a line coincident with the Cleveland, Cincinnati, Chicago and St. Louis Railway to the western boundary of Ohio, thence coincident with said western boundary to the northern boundary of Ohio;

(2) Points in the States of West Virginia and Kentucky located on the main line of the Chesapeake & Ohio Railway westbound to and including Cincinnati, Ohio.

Provided, however, that, subject to rules and regulations that may from time to time be prescribed by the United States Fuel Administration, and under the supervision of the District Representative of the United States Fuel Administration in charge of said Producing Zone M-2, bituminous coal of special quality produced in said zone may be shipped for use only for by-product purposes and the manufacture of illu-

minating gas, but not as steam coal, and prepared sizes of and run of mine bituminous coal produced in said zone may be shipped for use only by domestic consumers; in the following described section of the United States, viz.:

The lower peninsula of Michigan, and

Provided, further, that bituminous coal produced in said Producing Zone M-2, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped and distributed to consumers for use and consumption within the following described section of the United States, in addition to the territory hereinbefore described, viz.:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone M-2, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of said points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside said Consuming Zone M-2, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone M-2, by wagon or truck, or shipments of such coal,

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone M-2;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Coal produced in said Producing Zone M-2, of such special quality for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone M-2, as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau shall first have been obtained.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Asst. United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 7, 1918, Effective Nov. 11, 1918, Modifying the Order of October 10, 1918, Relative to Bituminous Coal Zone M-2, Being Modification No. 1 of Said Order.

WASHINGTON, D. C., November 7, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal the special restrictions imposed by Section I of the Regulation of said Administrator established by order dated October 10, 1918, relating to Bituminous Coal Zone M-2, on shipments of bituminous coal from Producing Zone M-2 to the lower peninsula of the State of Michigan, should be removed,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section I of the Regulation aforesaid be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the high volatile coal producing districts of West Virginia in the Logan and Kanawha Districts west of St. Albans, West Virginia, along the Chesapeake & Ohio Railway and short line connections, hereby designated Producing Zone M-2, shall be sold, shipped or distributed except to consumers, and for use and consumption, in the following-described sections of the United States, viz:

(1) That portion of the State of Ohio within the following boundaries: On the east commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio, thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Hocking Valley Railway to Marion; thence coincident with the Pennsylvania Lines West to Sandusky, Ohio; and on the west from Cincinnati, Ohio, on a line coincident with the Cleveland, Cincinnati, Chicago and St. Louis Railway to the western boundary of Ohio; thence coincident with said western boundary to the northern boundary of Ohio;

(2) Points in the States of West Virginia and Kentucky located on the main line of the Chesapeake & Ohio Railway westbound to and including Cincinnati, Ohio;

(3) The lower peninsula of the State of Michigan.

Provided, however, that bituminous coal produced in said Producing Zone M-2, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped, and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin, and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective November 11, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 27, 1918, Effective Nov. 28, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone M-2, Being Modification No. 2 of Said Order.

WASHINGTON, D. C., November 27, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal produced in Producing Zone M-2, Consuming Zone M-2 should be enlarged as hereinafter provided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section I, as heretofore amended, of the Regulation relative to Bituminous Coal Zone M-2, established by order of said Administrator dated October 10, 1918, be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided no bituminous coal produced in the high volatile coal producing districts of West Virginia, in the Logan and Kanawha Districts west of St. Albans, West Virginia, along the Chesapeake & Ohio Railway and short line connections, hereby designated Producing Zone M-2, shall be sold, shipped or distributed, except for use and consumption in the following described sections of the United States, viz:

- (1) The lower peninsula of the State of Michigan;
- (2) That portion of Indiana located north and east of a line coincident from the eastern boundary of Indiana, with the line of the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cincinnati, Ohio, to Indianapolis, Indiana; thence coincident with the Chicago, Indianapolis & Louisville Railway through Frankfort, Delphi and Wilder to Michigan City, Indiana;
- (3) That portion of the State of Ohio within the following boundaries: On the east, commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio; thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway through Delaware to Cleveland, Ohio, and on the west, commencing at Cincinnati, Ohio; thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to the western boundary of Ohio; thence coincident with said western boundary to the northern boundary of Ohio;
- (4) Points in the States of West Virginia and Kentucky located on the main line of the Chesapeake & Ohio Railway westbound to and including Cincinnati, Ohio.

Provided, however, that bituminous coal produced in Producing Zone M-2 shall not be sold, shipped or distributed for domestic use, or to retail dealers, in the above described portion of the State of Indiana, and

Provided, further, that bituminous coal produced in said Producing Zone, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective November 28, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 14, 1918, Effective Dec. 16, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone M-2, Being Modification No. 3 of Said Order.

WASHINGTON, D. C., December 14, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal produced in Producing Zone M-2, Consuming Zone M-2 should be enlarged as hereinafter provided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that Section I, as heretofore amended, of the Regulation relative to Bituminous Coal Zone M-2, established by order of said Administrator, dated October 10, 1918, be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided no bituminous coal produced in the high volatile coal-producing districts of West Virginia, in the Logan and Kanawha Districts west of St. Albans, West Virginia, along the Chesapeake & Ohio Railway and short-line connections, hereby designated Producing Zone M-2, shall be sold, shipped, or distributed, except for use and consumption in the following-described sections of the United States, viz:

(1) The lower peninsula of the State of Michigan;

(2) That portion of Indiana located north and east of a line coincident from the eastern boundary of Indiana, with the line of the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cincinnati, Ohio, to Indianapolis, Indiana; thence coincident with the Chicago, Indianapolis & Louisville Railway through Frankfort, Delphi, and Wilder to Michigan City, Indiana;

(3) That portion of the State of Ohio within the following boundaries: On the east, commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio; thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coinci-

dent with the Norfolk & Western Railway to Columbus; thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway through Delaware to Cleveland, Ohio; and on the west, commencing at Cincinnati, Ohio; thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to the western boundary of Ohio; thence coincident with said western boundary to the northern boundary of Ohio;

(4) Points in the States of West Virginia and Kentucky located on the main line of the Chesapeake & Ohio Railway westbound to and including Cincinnati, Ohio;

(5) Points in the States of West Virginia and Virginia located on the main line of the Chesapeake & Ohio Railway eastbound, including tidewater terminal points.

Provided, however, that bituminous coal produced in Producing Zone M-2 shall not be sold, shipped, or distributed for domestic use, or to retail dealers in the above-described portion of the State of Indiana, and

Provided further, that bituminous coal produced in said Producing Zone, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped, and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin.

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin.

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective December 16, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of June 8, 1918, Effective June 20, 1918, Establishing Bituminous Coal "Zone M-2," Regulating the Distribution and Apportionment of Bituminous Coal from Operations in the Kenova and Thacker Districts of West Virginia and Kentucky, along the Norfolk & Western Railway and Short Line Connections.

WASHINGTON, D. C., June 8, 1918.

It appearing to the United States Fuel Administration that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in different designated consuming sections of the United States, sometimes called a "Zoning System," will facilitate the movement

of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the States of West Virginia and Kentucky in the Kenova and Thacker districts along the Norfolk & Western Railway and short line connections, shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz:

(1) All of the lower peninsula of Michigan;

(2) That portion of the State of Ohio on and within the following boundary lines:

On the east from Kenova, West Virginia, coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Hocking Valley Railway to Marion; thence coincident with the Pennsylvania Lines west to Sandusky, Ohio; and on the west from Cincinnati, Ohio, on a line coincident with the Cleveland, Cincinnati, Chicago and St. Louis Railway to the Ohio-Indiana state line;

(3) Points in the State of West Virginia located on the main line of the Norfolk and Western Railway westbound to and including Kenova, West Virginia;

(4) Westbound to all points reached via the car ferries of the (a) Grand Trunk Railway operating between Grand Haven, Mich., and Milwaukee, Wis., (b) Pere Marquette Railway operating between Ludington, Mich., and Manitowoc, Wis., and between Ludington, Mich., and Milwaukee, Wis., (c) Ann Arbor Steamship Company operating between Frankfort, Mich., and Manistique, Mich.; between Frankfort, Mich., and Menominee, Mich.; between Frankfort, Mich., and Kewaunee, Wis.; and between Frankfort, Mich., and Manitowoc, Wis., only when coal is loaded in returning box cars or returning stock cars.

Provided, however, that any such producer may ship such a quantity of coal of such a quality, and for such special use or purpose and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further,* that this order shall not apply to bituminous coal—

(1) Shipped for use as railroad fuel;

(2) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated consuming zones;

(3) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zones described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order hereby cancels the order of March 27, 1918, effective April 1, 1918, entitled "Order relative to bituminous coal Zone M regulating the production, sale,

shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker, Kanawha and Logan districts along the Norfolk & Western and Chesapeake & Ohio Railways and in the high volatile coal producing districts in Kentucky in the Eastern Kentucky fields along the Chesapeake and Ohio, Sandy Valley and Elkhorn and Norfolk and Western Railways and short line connections," and all modifications thereto, from and after June 20, 1918.

This order shall be effective on and after June 20, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 4, 1918, Effective Sept. 9, 1918, Modifying, with Respect to Shipments from Operations in the High Volatile Coal-Producing Districts of West Virginia and Kentucky, the Order of June 8, 1918, Establishing Bituminous Coal "Zone M-3", being Modification No. 1 of said Order.

WASHINGTON, D. C., September 4, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker districts along the Norfolk & Western Railway and short line connections, be prohibited from making shipments of bituminous coal to certain sections included in "Zone M-3" as described in the order of June 8, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal zone M-3" of June 8, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other orders of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of entire output of a mine) of bituminous coal in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker districts along the Norfolk & Western Railway and short line connections, shall sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All of the lower peninsula of Michigan,

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order shall be effective on and after September 9, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 16, 1918, Effective Sept. 17, 1918, Modifying, with respect to Shipments from Operations in the High Volatile Coal Producing Districts of West Virginia and Kentucky, the Order of Sept. 4, 1918, Establishing Bituminous Coal "Zone M-3", and Vacating the Order of Sept. 4, 1918, Modifying said Order of June 8, 1918, being Modification No. 2 of said Order.

WASHINGTON, D. C., September 16, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker districts along the Norfolk & Western Railway and short line connections, be prohibited from making shipments of bituminous coal to certain sections included in "Zone M-3" as described in the order of June 8, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone M-3" of June 8, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker districts along the Norfolk & Western Railway and short line connections shall sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All of the lower peninsula of Michigan:

Provided, however, that any such producer may ship into the territory last above described bituminous coal of special quality for use only in by-product and gas plants, and prepared sizes of bituminous coal to retail dealers for use only by domestic consumers, such shipments to be made subject to any rules and regulations which may be prescribed from time to time by the United States Fuel Administration and under the supervision of the District Representative of the United States Fuel Administration in charge of the above described producing field; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order hereby cancels the order dated September 4, 1918, entitled "Modification number one of order of June 8, 1918, relative to bituminous coal 'Zone M-3' modifying the provisions of said coal 'Zone M-3' with respect to the sale, shipment, distribution and apportionment by the producers of bituminous coal operating in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker Districts along the Norfolk & Western Railway and short line connections", from and after September 12, 1918.

This order shall be effective on and after September 17, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 10, 1918, Effective Oct. 10, 1918, Vacating and Setting Aside all Prior Orders Relative to Bituminous Coal "Zone M-3", and Establishing a Regulation of the Sale, Shipment, Distribution and Apportionment of Bituminous Coal Produced in the High Volatile Coal Producing Districts of West Virginia and Kentucky in the Kenova and Thacker Districts Along the Norfolk & Western Railway and Short Line Connections.

WASHINGTON, D. C., October 10, 1918.

It appearing to the United States Fuel Administrator that the various orders heretofore made by said Administrator relative to Bituminous Coal Zone M-3, regulating the sale, shipment, distribution and apportionment of bituminous coal produced in the producing district hereinafter described, should be revised and embodied in a single regulation,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of said Administrator, dated June 8, 1918, entitled "Order relative to bituminous Coal Zone M-3 regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker Districts along the Norfolk & Western Railway and short line connections", and all amendments and modifications of said order be and the same hereby are vacated and set aside as of the effective date of the Regulation hereinafter established, and

Hereby makes and establishes the following regulation effective October 10, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker Districts along the Norfolk & Western Railway and short line connections, hereby designated Producing Zone M-3, shall be sold, shipped or distributed, except to consumers and for use and consumption in the following described sections of the United States, viz.:

(1) That portion of the State of Ohio within the following boundaries:—

On the east, commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio, thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Hocking Valley Railway to Marion; thence coincident with the Pennsylvania lines west to Sandusky, Ohio; and on the west from Cincinnati, Ohio, on a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to the western boundary of Ohio, thence coincident with said western boundary to the northern boundary of Ohio;

(2) Points in the State of West Virginia located on the main line of the Norfolk & Western Railway westbound to and including Kenova, West Virginia;

Provided, however, that, subject to rules and regulations that may from time to time be prescribed by the United States Fuel Administration, and under the supervision of the District Representative of the United States Fuel Administration in charge of said Producing Zone M-3, bituminous coal of special quality produced in said zone

may be shipped for use only for by-product purposes and the manufacture of illuminating gas, but not as steam coal, and prepared sizes of and run of mine bituminous coal produced in said zone may be shipped for use only by domestic consumers, in the following described section of the United States, viz.:

The lower peninsula of Michigan, and

Provided further, that bituminous coal produced in said Producing Zone M-3, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped and distributed to consumers for use and consumption within the following described section of the United States, in addition to the territory hereinbefore described, viz.:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone M-3, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of said points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside said Consuming Zone M-3, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone M-3, by wagon or truck, or shipments of such coal.

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone M-3;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Coal produced in said Producing Zone M-3, of such special quality for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone M-3 as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau shall first have been obtained.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr..

Assistant United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 7, 1918, Effective No. 11, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone M-3, Being Modification No. 1 of Said Order.

WASHINGTON, D. C., November 7, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal the special restrictions imposed by Section I of the Regulation of said Administrator established by order dated October 10, 1918, relating to Bituminous Coal Zone M-3, on shipments of bituminous coal from Producing Zone M-3 to the lower peninsula of the State of Michigan should be removed.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section I of the Regulation aforesaid be, and the same hereby is amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker Districts along the Norfolk & Western Railway and short line connections, hereby designated Producing Zone M-3, shall be sold, shipped or distributed, except to consumers, and for use and consumption, in the following-described sections of the United States, viz.:

(1) That portion of the State of Ohio within the following boundaries: On the east, commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio; thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Hocking Valley Railway to Marion; thence coincident with the Pennsylvania Lines West to Sandusky, Ohio, and on the west from Cincinnati, Ohio, on a line coincident with the Cleveland, Cincinnati, Chicago and St. Louis Railway to the western boundary of Ohio; thence coincident with said western boundary to the northern boundary of Ohio;

(2) Points in the State of West Virginia located on the main line of the Norfolk & Western Railway westbound to and including Kenova, West Virginia;

(3) The lower peninsula of Michigan.

Provided, however, that bituminous coal produced in said Producing Zone M-3, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz.:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective November 11, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 27, 1918, Effective Nov. 28, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone M-3, Being Modification No. 2 of Said Order.

WASHINGTON, D. C., November 27, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal produced in Producing Zone M-3, Consuming Zone M-3 should be enlarged as hereinafter provided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section I, as heretofore amended, of the Regulation relative to Bituminous Coal Zone M-3, established by order of said Administrator dated October 10, 1918, be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker Districts along the Norfolk & Western Railway and short line connections, hereby designated Producing Zone M-3, shall be sold, shipped, or distributed, except for use and consumption in the following described sections of the United States, viz:

- (1) The lower peninsula of Michigan;
- (2) That portion of Indiana located north and east of a line coincident from the eastern boundary of Indiana, with the line of the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cincinnati, Ohio, to Indianapolis, Indiana; thence coincident with the Chicago, Indianapolis & Louisville Railway through Frankfort, Delphi, and Wilder to Michigan City, Indiana;
- (3) That portion of the State of Ohio within the following boundaries: On the east, commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio; thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway through Delaware to Cleveland, Ohio; and on the west commencing at Cincinnati, Ohio, thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to the western boundary of Ohio, thence coincident with said western boundary to the northern boundary of Ohio;

(4) Points in the State of West Virginia located on the main line of the Norfolk & Western Railway westbound to and including Kenova, West Virginia.

Provided, however, that bituminous coal produced in Producing Zone M-3 shall not be sold, shipped, or distributed for domestic use or to retail dealers in the above-described portion of the State of Indiana, and

Provided, further, that bituminous coal produced in said Producing Zone M-3, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped, and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin, and between Ludington, Michigan, and Milwaukee, Wisconsin.

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective November 28, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of June 8, 1918, Effective June 20, 1918, Establishing Bituminous Coal "Zone M-4" Regulating the Distribution and Apportionment of Bituminous Coal from Operations in the Eastern Kentucky District along the Chesapeake & Ohio, and Sandy Valley & Elkhorn Railways, and their Short Line Connections.

WASHINGTON, D. C., June 8, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is because of the location of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives, and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in different designated consuming sections of the United States, sometimes called a "Zoning system" will facilitate the movement of bituminous coal, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output

of a mine) of bituminous coal in the State of Kentucky in the Eastern Kentucky district along the Chesapeake and Ohio and Sandy Valley and Elkhorn Railways and their short line connections, shall, except as hereinafter provided, sell, ship, and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called "Consuming Zone," viz:

(1) All of the lower peninsula of Michigan;

(2) That portion of the State of Ohio on and within the following boundary lines: On the east from Kenova, West Virginia, coincident with the Norfolk & Western Railway of Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Marion; thence coincident with the Pennsylvania Lines west to Sandusky, Ohio, and on the west from Cincinnati, Ohio, on a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to the Ohio-Indiana State line;

(3) Points in the States of Kentucky and West Virginia located on the main line of the Chesapeake & Ohio Railway Westbound to and including Cincinnati, and on the line of the Chesapeake and Ohio Railway from Ashland to Louisville, inclusive;

(4) Westbound to all points reached via the car ferries of the (a) Grand Trunk Railway operating between Grand Haven, Mich., and Milwaukee, Wis., (b) Pere Marquette Railway operating between Ludington, Mich., and Manitowoc, Wis., and between Ludington, Mich., and Milwaukee, Wis., (c) Ann Arbor Steamship Company operating between Frankfort, Mich., and Manistique, Mich., between Frankfort, Mich., and Menominee, Mich., between Frankfort, Mich., and Kewaunee, Wis., and between Frankfort, Mich., and Manitowoc, Wis., only when coal is loaded in returning box cars or returning stock cars,

Provided, however, that any such producer may ship such a quantity of coal of such quality, and for such special use or purpose and to such retail dealer or consumer outside the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further* that this order shall not apply to bituminous coal—

(a) Shipped for use as railroad fuel;

(b) Shipped in whole or part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mine to the waterways would not terminate within the above designated consuming zones;

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order hereby cancels the order dated March 27, 1918, effective April 1, 1918, entitled "Order relative to bituminous coal 'Zone M' regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the high volatile coal producing districts of West Virginia and Kentucky in the Kenova and Thacker, Kanawha and Logan districts along the Norfolk & Western and Chesapeake & Ohio Railways and in the high volatile coal producing districts in Kentucky in the Eastern Kentucky fields along the Chesapeake and Ohio, Sandy Valley and Elkhorn and Norfolk and Western Railways and their short line connections," and all modifications thereto, from and after June 20, 1918.

This order shall be effective on and after June 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 4, 1918, Effective Sept. 9, 1918, Modifying, with Respect to Shipments from Operations in the High Volatile Coal Producing Districts of Eastern Kentucky, the Order of June 8, 1918, Establishing Bituminous Coal "Zone M-4", being Modification No. 1 of said Order.

WASHINGTON, D. C., September 4, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the high volatile coal producing districts of Kentucky in the eastern Kentucky fields along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and their short line connections, be prohibited from making shipments of bituminous coal to certain sections included in "Zone M-4" as described in the order of June 8, 1918, and that the apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone M-4" of June 8, 1918 will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the high volatile coal producing districts of Kentucky in the eastern Kentucky fields along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and their short line connections, shall sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All of the lower peninsula of Michigan,

Provided, however, that any such producer may ship such a quantity of coal of such quality, and for such special use or purpose and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order shall be effective on and after September 9, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 16, 1918, Effective Sept. 17, 1918, Modifying, with respect to Shipments from Operations in the High Volatile Coal Producing Districts of Eastern Kentucky, the Order of Sept. 4, 1918, Establishing Bituminous Coal "Zone M-4," and Vacating the Order of Sept. 4, 1918, Modifying said Order of June 8, 1918, being Modification No. 2 of said Order.

WASHINGTON, D. C., September 16, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in the high volatile coal producing districts of Kentucky in the eastern Kentucky fields along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and their short line connections, be prohibited from making shipments of bituminous coal to certain sections included in "Zone M-4" as described in the order of June 8, 1918, and that the apportionment of bituminous

coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone M-4" of June 8, 1918, will facilitate the movement of bituminous coal and will aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, no producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the high volatile coal producing districts of Kentucky in the eastern Kentucky fields along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and their short line connections, shall sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

All of the lower peninsula of Michigan,

Provided, however, that any such producer may ship into the territory last above described bituminous coal of special quality for use only in by-product and gas plants, and prepared sizes of bituminous coal to retail dealers for use only by domestic consumers, such shipments to be made subject to any rules and regulations which may be prescribed from time to time by the United States Fuel Administration and under the supervision of the District Representative of the United States Fuel Administration in charge of the above described producing field; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel,

This order hereby cancels the order dated September 4, 1918, entitled "Modification number one of order of June 8, 1918, relative to bituminous coal 'Zone M-4' modifying the provisions of said coal 'Zone M-4' with respect to the sale, shipment, distribution and apportionment by the producers of bituminous coal operating in the high volatile coal producing districts of Kentucky in the eastern Kentucky fields along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and their short line connections" from and after September 12, 1918.

This order shall be effective on and after September 17, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 10, 1918, Effective Oct. 10, 1918, Vacating and Setting Aside all Prior Orders Relative to Bituminous Coal "Zone M-4", and Establishing a Regulation of the Sale, shipment, Distribution and Apportionment of Bituminous Coal Produced in the High Volatile Coal Producing Districts of Kentucky in the Eastern Kentucky Fields along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and Short Line Connections.

WASHINGTON, D. C., October 10, 1918.

It appearing to the United States Fuel Administrator that the various orders heretofore made by said Administrator relative to Bituminous Coal Zone M-4, regulating the sale, shipment, distribution and apportionment of bituminous coal produced in the producing districts hereinafter described, should be revised and embodied in a single regulation,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the pur-

pose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated June 8, 1918, entitled "Order relative to bituminous coal 'Zone M-4' regulating the production, sale, shipment, distribution and apportionment of bituminous coal and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the high volatile coal producing districts of Kentucky in the eastern Kentucky fields along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and their short line connections", and all amendments and modifications of said Order be and the same hereby are vacated and set aside as of the effective date of the regulation hereinafter established; and

Hereby makes and establishes the following regulation, effective October 10, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the high volatile coal producing districts of Kentucky in the eastern Kentucky fields along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and short line connections, hereby designated Producing Zone M-4, shall be sold, shipped or distributed, except to consumers and for use and consumption in the following described sections of the United States, viz.:

(1) That portion of the State of Ohio within the following boundaries:

On the east, commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio; thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Hocking Valley Railway to Marion; thence coincident with the Pennsylvania Lines west to Sandusky, Ohio; and on the west from Cincinnati, Ohio, on a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to the western boundary of Ohio, thence coincident with said western boundary to the northern boundary of Ohio;

(2) Points in the State of Kentucky located on the main line of the Chesapeake & Ohio Railway westbound to and including Cincinnati, and on the line of the Chesapeake & Ohio Railway from Ashland to Louisville, inclusive.

Provided, however, that, subject to the rules and regulations that may from time to time be prescribed by the United States Fuel Administration, and under the supervision of the District Representative of the United States Fuel Administration in charge of said Producing Zone M-4, bituminous coal of special quality produced in said zone may be shipped for use only for by-product purposes and the manufacture of illuminating gas, but not as steam coal, and prepared sizes of and run of mine bituminous coal produced in said zone may be shipped for use only by domestic consumers, in the following described section of the United States, viz.:

The lower peninsula of Michigan; and

Provided, further, that bituminous coal produced in said Producing Zone M-4, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped and distributed to consumers for use and consumption within the following described section of the United States, in addition to the territory hereinbefore described, viz.:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan, between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone M-4, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of said points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside Consuming Zone M-4, unless the consent, in writing, of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone M-4, by wagon or truck, or shipments of such coal—

(a) For use as railroad fuel;

(b) In whole or in part by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone M-4;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone; such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Coal produced in said Producing Zone M-4, of such special quality for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone M-4 as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by re-consignment or otherwise from the original consignees unless the consent in writing of said Coal Zone Permit Bureau shall first have been obtained.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Asst. United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 7, 1918, Effective Nov. 11, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone M-4, Being Modification No. 1 of Said Order.

WASHINGTON, D. C., November 7, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal the special restrictions imposed by Section I of the Regulation of said Administrator established by order dated October 10, 1918, relating to Bituminous Coal Zone M-4, on shipments of bituminous coal from Producing Zone M-4 to the lower peninsula of the State of Michigan, should be removed.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section I of the Regulation aforesaid be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the high volatile coal producing districts of Kentucky in the eastern Kentucky fields along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and short-line connections, hereby designated Producing Zone M-4, shall be sold, shipped, or distributed, except to consumers, and for use and consumption, in the following-described sections of the United States, viz:

(1) That portion of the State of Ohio within the following boundaries: On the east, commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio; thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Hocking Valley Railway to Marion; thence coincident with the Pennsylvania Lines West to Sandusky, Ohio; and on the west from Cincinnati, Ohio, on a line coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway to the western boundary of Ohio; thence coincident with said western boundary to the northern boundary of Ohio:

(2) Points in the State of Kentucky located on the main line of the Chesapeake & Ohio Railway westbound to and including Cincinnati, and on the line of the Chesapeake & Ohio Railway from Ashland to Louisville, inclusive.

(3) The lower peninsula of the State of Michigan.

Provided, however, that bituminous coal produced in said Producing Zone M-4, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped, and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin.

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin.

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective November 11, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 27, 1918, Effective Nov. 28, 1918, Modifying the Order of Oct. 10, 1918, Relative to Bituminous Coal Zone M-4, Being Modification No. 2 of Said Order.

WASHINGTON, D. C., November 27, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal produced in Producing Zone M-4, Consuming Zone M-4 should be enlarged as hereinafter provided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section I, as heretofore amended, of the Regulation relative to Bituminous Coal Zone M-4, established by order of said Administrator dated October 10, 1918, be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the high volatile coal-producing districts of Kentucky in the eastern Kentucky fields along the Chesapeake & Ohio and Sandy Valley & Elkhorn Railways and short line connections; hereby designated Producing Zone M-4, shall be sold, shipped or distributed, except for use and consumption in the following-described sections of the United States, viz,

(1) The lower peninsula of the State of Michigan;

(2) That portion of Indiana located north and east of a line coincident from the eastern boundary of Indiana, with the line of the Cleveland, Cincinnati, Chicago & St. Louis Railway from Cincinnati, Ohio, to Indianapolis, Indiana; thence coincident with the Chicago, Indianapolis & Louisville Railway through Frankfort, Delphi, and Wilder to Michigan City, Indiana;

(3) That portion of the State of Ohio within the following boundaries: On the east, commencing at the intersection of the line of the Norfolk & Western Railway from Kenova, West Virginia, to Sciotoville, Ohio, with the southern boundary of Ohio; thence coincident with the Norfolk & Western Railway to Sciotoville, Ohio; thence coincident with the Chesapeake & Ohio Northern Railway to Waverly; thence coincident with the Norfolk & Western Railway to Columbus; thence coincident with the Cleveland, Cincinnati, Chicago & St. Louis Railway, through Delaware to Cleveland, Ohio; and on the west, commencing at Cincinnati, Ohio, thence coincident with the Cleveland, Cincinnati, Chicago, & St. Louis Railway to the western boundary of Ohio, thence coincident with said western boundary to the northern boundary of Ohio;

(4) Points in the State of Kentucky located on the main line of the Chesapeake & Ohio Railway westbound to and including Cincinnati, and on the line of the Chesapeake & Ohio Railway from Ashland to Louisville, inclusive;

Provided, however, that bituminous coal, produced in said Producing Zone M-4 shall not be sold, shipped or distributed for domestic use or to retail dealers in the above-described portion of the State of Indiana, and

Provided further, that bituminous coal produced in said Producing Zone M-4, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Truck Railway operating between Grand Haven,, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective November 28, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Section 13.—Zone N and Modifications.¹

Order of the United States Fuel Administrator of March 28, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone N," Regulating the Distribution and Apportionment of Bituminous Coal from Operations in the Pocahontas, Tug River, and New River Districts of West Virginia and Virginia along the Norfolk & Western, Chesapeake & Ohio, and Virginian Railway, and their Short Line Connections, and in the Clinch Valley District in Tazewell and Eastern Russell Counties, Virginia, along the Norfolk & Western Railway.

WASHINGTON, D. C., March 28, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in the different designated consuming sections of the United States, sometimes called zoning system, will facilitate the movement of bituminous coal to aid in the successful prosecution of the war.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the Pocahontas, Tug River and New River Low Volatile coal producing districts in West Virginia and Virginia along the Norfolk and Western, Chesapeake and Ohio and Virginian Railways and their short line connections and in the Clinch Valley, High Volatile coal producing districts in Tazewell and Eastern Russell Counties, Virginia, along the Norfolk and Western Railroad, shall, except as hereinafter provided, sell, ship, and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz:

(1) The States of North Carolina and Virginia and the District of Columbia, including Tidewater terminals;

¹ The orders of August 7, 1918, and August 31, 1918, while issued as Modifications Nos. 5 and 6 of "Zone N," in fact established an anthracite coal zone and will therefore be found *infra* in Chapter III, Title VIII.

See also Chapter III, Title II, Section 15, for orders modifying the provisions of the "Zone N" order with respect to shipments of smithing coal.

(2) Points in Kentucky and Ohio located on the direct lines of the Chesapeake & Ohio Railway and the Norfolk & Western Railway westbound to and including Cincinnati, Ohio, and Columbus, Ohio;

(3) Points in West Virginia located on the direct lines of the Chesapeake & Ohio Railway, Norfolk and Western Railway and Virginian Railway;

(4) That portion of the State of South Carolina on and east and north of a line coincident with the Southern Railway from Charlotte, North Carolina through Chester, South Carolina, to Columbia; thence coincident with the Seaboard Air Line Railway to Denmark; thence coincident with the Southern Railway to Charleston;

(5) Lake Erie ports for lake transshipment only;

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further* that this order shall not apply to bituminous coal—

(a) Shipped for use as railroad fuel,

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes) excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated consuming zone;

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 10, 1918, Effective April 20, 1918, Modifying, with Respect to Shipments from Operations in the Pocahontas and Tug River Districts east of Welch, West Virginia, but not including the Tug Fork Branch of the Norfolk & Western Railway, and in the Clinch Valley District in Tazewell and Eastern Russell Counties, Virginia, on the Norfolk & Western Railway, the Order of March 28, 1918, Establishing Bituminous Coal "Zone N," being Modification No. 1 of said Order.

WASHINGTON, D. C., April 10, 1918.

It appearing to the United States Fuel Administrator that it is essential to the greatest utilization of the transportation facilities of the Virginian and Norfolk & Western Railways that avoidable cross hauls of loaded and empty coal cars on those railways be reduced to a minimum, and that further apportionment of Bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to Bituminous coal Zone N" of March 28, 1918, will facilitate the movement of Bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of Bituminous coal to aid in the successful prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time

and at any time hereafter, producers (which term includes every person, firm, corporation, or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal in the States of West Virginia and Virginia, on the Norfolk & Western Railway in the Pocahontas and Tug River low volatile coal producing districts east of Welch, West Va., but not including the Tug Fork Branch of the Norfolk & Western Railway, and producers of coal in the Clinch Valley district in Tazewell and eastern Russell counties, Virginia, on the Norfolk & Western Railway and short line connections, and producers of bituminous coal (both high and low volatile) on the Virginian Railway shall not, except as hereinafter provided, sell, ship, and distribute such coal to dealers and consumers and for use and consumption within the following described sections of the United States, viz:

- (1) All points west of Welch, West Va., on the Norfolk & Western Railway.
- (2) All points west of Deepwater, West Va., when routed via the Virginian Railway to Deepwater,

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration.

This order shall be effective on and after April 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 24, 1918, Effective May 1, 1918, Modifying, with Respect to Shipments from Operations in the Pocahontas, Tug River, and New River Districts of West Virginia, and the Clinch Valley District in Virginia, the Order of March 28, 1918, Establishing Bituminous Coal "Zone N," being Modification No. 2 of said Order.

WASHINGTON, D. C., April 24, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers of bituminous coal located in Pocahontas, New River and Tug River Low Volatile coal producing districts of West Virginia and Virginia, along the Norfolk & Western, Chesapeake & Ohio and Virginian Railways and their short line connections, in the Clinch Valley High Volatile coal producing districts along the Virginian Railway, be permitted to make shipments to points outside of "Zone N" as described in the order of March 28, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal 'Zone N'" of March 28, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the Pocahontas, Tug River and New River Low Volatile coal producing districts of West Virginia and Virginia along the Norfolk & Western, Chesapeake & Ohio and Virginian Railways and their short line connections, in the Clinch Valley High Volatile coal producing district in Tazewell and Eastern Russell

Counties, Virginia, along the Norfolk & Western Railway, and in the High Volatile district along the Virginian Railway may, in addition to the territory to which they are permitted to ship under "Zone N," sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

That portion of the States of Maryland and Delaware located on and within the following boundary lines:

On and south and east of a line coincident with the eastern and southern banks of the Chesapeake Bay and the Choptank River as far as Cambridge, Maryland; thence coincident with the Philadelphia, Baltimore & Washington Railroad from Cambridge, Maryland, to Seaford, Delaware; thence coincident with the Philadelphia, Baltimore & Washington Railroad from Georgetown, Delaware, through Lewes to Delaware Bay.

This order shall be effective on and after May 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 23, 1918, Effective April 23, 1918, Modifying, with Respect to Shipments in Box Cars from Operations in the Pocahontas, Tug River, and New River Districts in West Virginia and Virginia, and the Clinch Valley District in Virginia, the Order of March 28, 1918, Establishing Bituminous Coal "Zone N", being Modification No. 3 of said Order.

WASHINGTON, D. C., April 23, 1918.

It appearing to the United States Fuel Administrator, that further apportionment of Bituminous coal in that portion of the so-called "Zone N" covered by his "Order relative to Bituminous coal 'Zone N' of March 27, 1918," will facilitate the movement of Bituminous coal, tend to prevent scarcity thereof and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917;

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, producers (which term includes every person, firm corporation and association operating as owner, lessee or purchaser of the entire output of a mine) of Bituminous coal operating in the Pocahontas, Tug River and New River Low Volatile Coal Producing Districts, in the States of West Virginia and Virginia along the Norfolk and Western, Chesapeake and Ohio and Virginian Railways and their short line connections and in the Clinch Valley High Volatile Coal Producing Districts in Tazewell and eastern Russell Counties, Virginia, along the Norfolk and Western Railroad may in addition to the consuming Zone to which they may sell, ship and distribute coal under the Order of March 27, 1918, relative to Bituminous coal "Zone N" sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

(1) West bound to all points reached via the car ferries of the (a) Grand Trunk Railway operating between Grand Haven, Mich., and Milwaukee, Wis., (b) Pere Marquette Railway operating between Ludington, Mich. and Manistowoc, Wis., and between Ludington, Mich., and Milwaukee, Wis., (c) Ann Arbor Steamship Company operating between Frankfort, Mich., and Manistique, Mich.; between Frankfort, Mich., and Menominee, Mich.; between Frankfort, Mich., and Kewaunee, Wis., and between Frankfort, Mich., and Manitowoc, Wis.

Provided, However, that shipments made in accordance with this order shall be permitted only when coal is loaded in returning box cars or returning stock cars.

This order shall be effective on and after April 23, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 8, 1918, Effective June 20, 1918, Modifying, with Respect to Shipments from Operations in the Tug River District in West Virginia, the Order of March 28, 1918, Establishing Bituminous Coal "Zone N," being Modification No. 4 of said Order.

WASHINGTON, D. C., June 8, 1918.

It appearing to the United States Fuel Administration that it is essential that the producers of bituminous coal located in the Tug River Low Volatile coal producing districts of West Virginia along the Norfolk & Western Railway and short line connections be restricted in their shipments of coal from certain points in "Zone N" as described in the order of March 28, and that restriction of the movement of bituminous coal in that portion of the so-called "Zoning System" covered by his order relative to bituminous coal "Zone N," of March 28, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the Tug River low volatile coal producing district of West Virginia along the Norfolk and Western Railway and short line connections, shall not, except as provided in the order of March 28, 1918, sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States, viz:

All points west of Iaeger, West Virginia.

This order shall be effective on and after June 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 13, 1918, Effective Nov. 27, 1918, Establishing Bituminous Coal Zone N-1, Regulating the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in the New River District of West Virginia along the Chesapeake & Ohio Railway and its Short Line Connections, and Vacating all prior Orders relative to Bituminous Coal Zone N so far as said Orders Relate to the Distribution of Coal from the above-described District.

WASHINGTON, D. C., November 13, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal, Bituminous Coal Zone N, as heretofore established and modified by said Administrator should be subdivided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of said Administrator dated March 27, 1918, entitled "Order relative to bituminous coal 'Zone N,' regulating the production, sale, shipment, distribution and apportionment of bituminous coal, and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the Pocahontas, Tug River and New River volatile coal producing districts of West Virginia, and along the Norfolk & Western, Chesapeake & Ohio, and Virginian Railways, and their short line connections, and in the Clinch Valley high volatile coal producing district in Tazewell and eastern Russell Counties, Virginia, along the Norfolk & Western Railway," and all modifications and amendments of said order, be, and the same hereby are, vacated and set aside as of the effective date of the regulation hereinafter established so far as said order and amendments relate to or affect the sale, shipment, and distribution of bituminous coal produced in the producing district hereinafter described, and

Hereby makes and establishes the following regulation, effective November 27, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the New River District of West Virginia along the Chesapeake & Ohio Railway and its short line connections, hereby designated Producing Zone N-1, shall be sold, shipped or distributed, except to consumers, and for use and consumption, in the following described sections of the United States, viz:

- (1) The State of North Carolina;
- (2) The State of Virginia;
- (3) The District of Columbia;
- (4) Points in Kentucky and Ohio located on the direct line of the Chesapeake & Ohio Railway westbound to and including Cincinnati and Columbus, Ohio;
- (5) Points in West Virginia located on the direct line of the Chesapeake & Ohio Railway;
- (6) That portion of the State of South Carolina east and north of a line coincident with the Southern Railway from Charlotte, North Carolina, through Chester, South Carolina, to Columbia; thence coincident with the Seaboard Air Line Railway to Denmark; thence coincident with the Southern Railway to Charleston;
- (7) Lake Erie ports for lake transshipment only;
- (8) That portion of the States of Maryland and Delaware located south and east of a line coincident with the eastern bank of Chesapeake Bay and the southern bank of the Choptank River to Cambridge, Maryland; thence coincident with the Philadelphia, Baltimore & Washington Railroad to Seaford, Delaware; thence coincident with the Philadelphia, Baltimore & Washington Railroad from Georgetown, Delaware, through Lewes to Delaware Bay.

Provided, however, that bituminous coal produced in said Producing Zone N-1, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped and distributed for use and consumption within the following described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

- (a) Grand Trunk Railway operating between Grand Haven, Michigan and Milwaukee, Wisconsin;
- (b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;
- (c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Keweenaw, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone N-1, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of said points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside Consuming Zone N-1, unless the consent, in writing, of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone N-1, by wagon or truck, or shipments of such coal.

(a) For use as railroad fuel;

(b) In whole or in part by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone N-1;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force shall first have been obtained.

SECTION V.

Bituminous coal produced in said Producing Zone N-1 may be sold, shipped and distributed, for blacksmithing purposes only, in such portions of the United States outside Consuming Zone N-1 as shall be designated in a permit issued to the producer of such coal by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as are, or may be from time to time, prescribed by said Administration. Every such permit shall be revocable by said Coal Zone Permit Bureau at any time.

Any person, firm, association or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 13, 1918, Effective Nov. 21, 1918, Establishing Bituminous Coal Zone N-2, Regulating the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in the Pocahontas, Tug River, and New River Districts of West Virginia and Virginia along the Norfolk & Western and Virginian Railways, and their Short Line Connections, and Vacating all Prior Orders Relative to Bituminous Coal Zone N so far as said Orders Relate to the Distribution of Coal from the above-described Districts.

WASHINGTON, D. C., November 13, 1918.

It appearing to the United States Fuel Administrator that, for the better distribution and apportionment of bituminous coal, Bituminous Coal Zone N as heretofore established and modified by said Administrator should be subdivided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose

of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of said Administrator dated March 27, 1918, entitled "Order relative to Bituminous Coal Zone N regulating the Production, Sale, Shipment, Distribution, and Apportionment of bituminous coal and the method of such production, sale, shipment, distribution, and apportionment by all producers of bituminous coal operating in the Pocahontas, Tug River, and New River volatile coal-producing districts of West Virginia and Virginia along the Norfolk & Western, Chesapeake & Ohio, and Virginian Railways and their short line connections, and in the Clinch Valley high volatile coal-producing districts in Tazewell and eastern Russell Counties, Virginia, along the Norfolk & Western Railway," and all modifications and amendments thereof, be, and the same are hereby, vacated and set aside as of the effective date of the regulation hereinafter established, so far as said order and amendments relate to or affect the sale, shipment, and distribution of bituminous coal produced in the producing district hereinafter described, and

Hereby makes and establishes the following regulation, effective November 21, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the Pocahontas, Tug River, and New River Districts of West Virginia and Virginia along the Norfolk & Western and Virginian Railways and their short line connections, hereby designated Producing Zone N-2, shall be sold, shipped, or distributed during the period from October 1, 1918, to March 31, 1919, except to consumers and for use or consumption within the following-described sections of the United States, viz:

- (1) The State of North Carolina;
- (2) The State of Virginia;
- (3) The District of Columbia;
- (4) Points in West Virginia located on the direct lines of the Norfolk & Western and Virginian Railways, eastbound;
- (5) That portion of the State of South Carolina east and north of a line coincident with the Southern Railway from Charlotte, North Carolina, through Chester, South Carolina, to Columbia; thence coincident with the Seaboard Air Line Railway to Denmark; thence coincident with the Southern Railway to Charleston;
- (6) That portion of the States of Maryland and Delaware located south and east of a line coincident with the eastern bank of Chesapeake Bay and the southern bank of the Choptank River to Cambridge, Maryland; thence coincident with the Philadelphia, Baltimore & Washington Railroad to Seaford, Delaware; thence coincident with the Philadelphia, Baltimore & Washington Railroad from Georgetown, Delaware, through Lewes to Delaware Bay.

Provided, further, that bituminous coal produced in said Producing Zone N-2, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped and distributed for use and consumption within the following-described section of the United States in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

- (a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;
- (b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin, and between Ludington, Michigan, and Milwaukee, Wisconsin;
- (c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone N-2, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary and all places within the switching limits of such points.

SECTION III.

Coal consigned in accordance with Section I hereof, shall not be diverted to any point outside said Consuming Zone N-2 unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone N-2 by wagon or truck, or shipments of such coal.

- (a) For use as railroad fuel;
- (b) In whole or in part, by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone N-2;
- (c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Bituminous coal produced in said Producing Zone N-2, of such special quality, for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone N-2 as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau to such diversion shall first have been obtained.

SECTION VI.

Bituminous coal produced in said Producing Zone N-2 may be sold, shipped, and distributed for blacksmithing purposes only in such portions of the United States outside Consuming Zone N-2 as shall be designated in a permit issued to the producer of such coal by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as are, or may be from time to time, prescribed by said Administration. Every such permit shall be revocable by said Coal Zone Permit Bureau at any time.

Any person, firm, association, or corporation, violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 9, 1918, Effective Dec. 9, 1918, Modifying the Order of Nov. 13, 1918, Relative to Bituminous Coal Zone N-2, Being Modification No. 1 of said Order.

WASHINGTON, D. C., December 9, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal produced in Producing Zone N-2, Consuming Zone N-2 should be enlarged as hereinafter provided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section I, as heretofore amended, of the Regulation relative to Bituminous Coal Zone N-2, established by order of said Administrator dated November 13, 1918, be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the Pocahontas, Tug River and New River Districts of West Virginia and Virginia along the Norfolk and Western and Virginian Railways and their short line connections, hereby designated Producing Zone N-2, shall be sold, shipped or distributed, except to consumers, and for use or consumption, within the following-described sections of the United States, viz:

- (1) The State of North Carolina;
- (2) The State of Virginia;
- (3) The District of Columbia;
- (4) Points in West Virginia located on the direct lines of the Norfolk & Western and Virginian Railways, eastbound;
- (5) That portion of the State of South Carolina east and north of a line coincident with the Southern Railway from Charlotte, North Carolina, through Chester, South Carolina, to Columbia; thence coincident with the Seaboard Air Line Railway to Denmark; thence coincident with the Southern Railway to Charleston;
- (6) That portion of the States of Maryland and Delaware located south and east of a line coincident with the eastern bank of Chesapeake Bay and the southern bank of the Choptank River to Cambridge, Maryland; thence coincident with the Philadelphia, Baltimore and Washington Railroad to Seaford, Delaware, thence coincident with the Philadelphia, Baltimore & Washington Railroad from Georgetown, Delaware, through Lewes to Delaware Bay.
- (7) Points westbound in the States of West Virginia and Ohio located on the direct line of the Norfolk & Western Railway to and including Cincinnati and Columbus, Ohio.

Provided, however, That coal consigned in accordance with Section I hereof, shall not be diverted to any point outside said Consuming Zone N-2, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

This order shall be effective December 9, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Section 14.—Zone P and Modifications.¹

Order of the United States Fuel Administrator of March 27, 1918, Effective April 1, 1918, Establishing Bituminous Coal "Zone P," Regulating the Distribution and Apportionment of Bituminous Coal from Operations in northern West Virginia and the States of Pennsylvania and Maryland, on the Baltimore & Ohio Railroad, Western Maryland Railroad, and Coal & Coke Railway (east of Dundon), and their Short Line Connections, and all Districts North of these Lines.

WASHINGTON, D. C., March 7, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of bituminous coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives, and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the bituminous coal, produced in the various coal fields of the United States, for delivery and consumption thereof in different designated consuming sections of the United States, sometimes called a zoning system, will facilitate in the movement of bituminous coal, tend to prevent either locally or generally, scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation, and association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in Northern West Virginia and the States of Pennsylvania and Maryland on the Baltimore & Ohio Railroad, Western Maryland Railroad, and Coal & Coke Railway (east of Dundon), and their short line connections, and all districts north of these lines, shall, except as hereinafter provided, sell, ship, and distribute such coal only to dealers and consumers and for use and consumption within the following described section of the United States hereinafter called consuming zone, viz:

(1) Eastbound to all points in the States of West Virginia, Maryland, District of Columbia, Delaware, Pennsylvania, New Jersey, New York, and the New England States reached by customary eastbound routes including coal for transshipment on vessels at Tidewater;

¹ See also Chapter III, Title II, Section 15, for orders modifying the provisions of the "Zone P" order with respect to shipments of smithing coal.

(2) No shipment shall be made westbound except to Lake Erie ports for lake transshipment only and with the further exception

(3) That Pennsylvania producing districts will be allowed to ship as far west in Ohio as to include the line of the Pittsburgh and West Virginia Railway and Wheeling and Lake Erie Railroad through Wellington to Lorain, Ohio, and with the still further exception

(4) That the producing districts in the Panhandle of West Virginia, in Brooke, Marshall, Hancock, and Ohio counties, will be allowed to ship as far west as to include the line of the Baltimore & Ohio Railroad (Cleveland, Lorain and Wheeling branch) Bridgeport to Lorain, Ohio,

Provided, however, that until further notice producers of Coal on the Baltimore and Ohio in northern West Virginia may ship westbound via customary routes,

And, *provided further,* that any such producer may ship a quantity of coal of such special quality, and for such special purpose or use, and to such retail dealer or consumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from each consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further,* that this order shall not apply to bituminous coal—

(a) Shipped for use as railroad fuel;

(b) Shipped in whole or in part by inland waterways (other than the Great Lakes), excepting cases where any rail movement from the mines to the waterways would not terminate within the above designated zone;

(c) Shipped to any points in Canada or Mexico.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of bituminous coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after April 1, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 5, 1918, Effective April 20, 1918, Modifying, with Respect to Shipments from Operations in Pennsylvania, West Virginia, and Maryland, on the Pennsylvania Railroad, Monongahela Railroad, and Huntington and Broad Top Mountain Railroad, and their Short Line Connections when routed via the Pennsylvania Railroad, the Order of March 27, 1918, Establishing Bituminous Coal "Zone P," being Modification No. 1 of said Order.

WASHINGTON, D. C., April 5, 1918.

It appearing to the United States Fuel Administrator, that further apportionment of Bituminous coal in that portion of the so-called "Zoning System" covered by his "Order relative to Bituminous coal 'Zone P' of March 27, 1918," will facilitate the movement of Bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of Bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, producers, (which term includes every person, firm,

corporation, and association operating as owner, lessee, or purchaser of the entire output of a mine) of Bituminous coal in the States of Pennsylvania, West Virginia and Maryland, on the Pennsylvania Railroad, Monongahela Railroad, and Huntingdon and Broad Top Mountain Railroad and their short line connections, when routed via the Pennsylvania Railroad, shall not, except as hereinafter provided, sell, ship or distribute such coal to dealers and consumers for use and consumption within the following described section of the United States, viz:

(1) All Stations on Pennsylvania Railroad at and in the vicinity of Baltimore, Md., namely; Canton, President Street, Highlandtown, Jacksons Wharf, Calvert, Bolton, Frederick Road and Gwynns Run and points of delivery between any two of such stations;

(2) All Stations and points of delivery on the Baltimore and Sparrows Point Railroad;

(3) All Stations and points of delivery on the Baltimore Division of the Pennsylvania Railroad from Loudon Park, Md., to Catonsville, Md., inclusive and Arbutus, Md., to Washington, D. C., and Rosslyn, Va., including Pope's Creek branch running from Bowie, Md., to Pope's Creek, Md., inclusive.

(4) Stations and points of delivery described in (1), (2) and (3) above will include all points of delivery of Bituminous coal on those portions of the lines of Railway designated therein, including float bridges and piers or docks for transshipping coal from cars to vessels and also including all points of delivery within switching limits on other railways connecting at any of the stations or points of delivery designated therein when reached via the line of the Pennsylvania Railroad,

Provided, however, that any such producer may ship a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer within the above designated section of the United States, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from each consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration;

And, *provided further* that this order shall not apply to bituminous coal shipped for use as railroad fuel;

This order shall be effective on and after April 20, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 10, 1918, Effective April 10, 1918, Modifying, with Respect to Shipments from Operations in the northern West Virginia, Pennsylvania and Maryland Districts, on the Baltimore & Ohio Railroad, Western Maryland Railroad, and Coal & Coke Railway (east of Dundon) and their Short Line Connections, the Order of March 27, 1918, Establishing Bituminous Coal "Zone P," being Modification No. 2 of said Order.

WASHINGTON, D. C., April 10, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producer in the above described districts, be permitted to make shipments to points outside of "Zone P" as described in the order of March 27, 1918, and that further apportionment of Bituminous Coal in that portion of the so-called "Zoning System" covered by his "order relative to Bituminous coal 'Zone P' of March 27, 1918," will facilitate the movement of Bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of Bituminous coal to aid in the successful prosecution of the war:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purposes of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation, or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal, in the northern West Virginia district and the districts in the States of Pennsylvania and Maryland on the Baltimore & Ohio Railroad, Western Maryland Railroad, and Coal & Coke Railway (east of Dundon), and their short line connections, may, in addition to the territory to which they are permitted to ship under "Zone P" and modification Number One thereof, sell, ship, and distribute such coal to dealers and consumers, and for use and consumption within the following described section of the United States, viz:

All stations and points of delivery located on the Baltimore & Ohio Railway between Harpers Ferry, West Va., and Strasburg, Va., including all points of delivery within switching limits on other railway lines connecting therewith.

This order shall be effective on and after April 10, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 23, 1918, Effective April 23, 1918, Modifying, with Respect to Shipments in Box Cars from all Operations in northern West Virginia, Pennsylvania, and Maryland, on the Baltimore & Ohio Railroad, Western Maryland Railway, and Coal & Coke Railway (east of Dundon) and their Short Line Connections, and all Districts North of those Lines, the Order of March 27, 1918, Establishing Bituminous Coal "Zone P," being Modification No. 3 of said Order.

WASHINGTON, D. C., April 23, 1918.

It appearing to the United States Fuel Administrator, that further apportionment of Bituminous coal in that portion of the so-called "Zone P" covered by his "Order relative to Bituminous coal 'Zone P' of March 27, 1918," will facilitate the movement of Bituminous coal, tend to prevent scarcity thereof and is necessary for the production of a sufficient quantity of Bituminous coal to aid in the successful prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917;

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, producers (which term includes every person, firm, corporation, and association operating as owner, lessee, or purchaser of the entire output of a mine) of Bituminous coal operating in the coal producing districts in Northern West Virginia, Pennsylvania, and Maryland on the Baltimore & Ohio Railroad; Western Maryland Railway, and Coal & Coke Railway (East of Dundon) and their short line connections and all districts North of those lines may in addition to the consuming Zone to which they may sell, ship and distribute coal under the Order of March 27, 1918, relative to Bituminous coal "Zone P" sell, ship and distribute such coal to dealers and consumers and for use and consumption within the following described section of the United States viz:

- (1) West Bound to all points in the State of Ohio;
- (2) West Bound to all points reached via the car ferries of the (a) Grand Trunk Railway operating between Grand Haven, Mich., and Milwaukee, Wis., (b) Pere Marquette Railway operating between Ludington, Mich., and Manistowoc, Wis., and between Ludington, Mich., and Milwaukee, Wis., (c) Ann Arbor Steamship Company operating between Frankfort, Mich., and Manistique, Mich., between Frankfort,

Mich., and Menominee, Mich., between Frankfort, Mich., and Kewaunee, Wis.; and between Frankfort, Mich., and Manitowoc, Wis.

Provided, however that shipments made in accordance with this order shall be permitted only when coal is loaded in returning box cars or returning stock cars.

This order shall be effective on and after April 23, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 8, 1918, Effective June 15, 1918, Modifying, with Respect to Shipments from Operations in the northern West Virginia, Pennsylvania, and Maryland Districts on the Baltimore & Ohio Railroad, Western Maryland Railroad, and Coal & Coke Railway (east of Dundon) and their Short Line Connections, the Order of March 27, 1918, Establishing Bituminous Coal "Zone P", being Modification No. 5 of said Order.

WASHINGTON, D. C., June 8, 1918.

It appearing to the United States Fuel Administrator that it is essential that the producers in the above described districts, be permitted to make shipments to points outside of "Zone P" as described in the order of March 27, 1918, and that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his "order relative to bituminous coal Zone P" of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term includes every person, firm, corporation, or association operating as owner, lessee, or purchaser of the entire output of a mine) of bituminous coal, in the northern West Virginia districts and the districts in the States of Pennsylvania and Maryland on the Baltimore and Ohio Railroad, Western Maryland Railroad, and Coal & Coke Railway (east of Dundon), and their short line connections, may, in addition to the territory to which they are permitted to ship under "Zone P", and modifications thereof, sell, ship and distribute such coal to dealers and consumers, and for use and consumption within the following described sections of the United States, viz:

(1) All stations and points of delivery located along the Southern Railway between Strasburg, Virginia and Harrisonburg, Virginia; and

(2) All stations and points of delivery located along the Washington and Old Dominion Railway between Washington, D. C., and Bluemont, Virginia.

This order shall be effective on and after June 15, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 23, 1918, Effective July 29, 1918, Modifying, with Respect to Shipments from Operations in Pennsylvania, West Virginia, and Maryland along the Baltimore & Ohio, Western Maryland, Pittsburgh & Lake Erie, Monongahela, and Coal & Coke Railroads and their Short Line Connections, the Order of March 27, 1918, Establishing Bituminous Coal "Zone P", being Modification No. 4 of said Order.

WASHINGTON, D. C., July 23, 1918.

It appearing to the United States Fuel Administrator that further apportionment of bituminous coal in that portion of the so-called "Zoning System" covered by his

"Order relative to bituminous coal Zone P" of March 27, 1918, will facilitate the movement of bituminous coal, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an executive order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive orders and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, producers (which term includes every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of bituminous coal in the States of Pennsylvania, West Virginia and Maryland, located along the Baltimore & Ohio, Western Maryland, Pittsburgh & Lake Erie, Monongahela and Coal & Coke Railroads and their Short Line connections, or along other railroads shall not, except as hereinafter provided, sell, ship or distribute such coal when intended for all-rail transportation from mine to destination and routed via either Baltimore & Ohio Railroad or Western Maryland Railway and their eastern railroad connections to dealers and consumers for use and consumption within the following described sections of the United States, viz:

The entire States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut,

Provided, However, that any such producer may ship a quantity of coal of such special quality, and for such special purpose, and to such retail dealer or consumer within the above designated sections of the United States as may be described and designated in a permit issued by the United States Fuel Administration upon an application from each consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration; and

Provided, further, that this order shall not apply to bituminous coal shipped for use as railroad fuel.

This order shall be effective on and after July 30, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 13, 1918, Effective Nov. 21, 1918, Establishing Bituminous Coal Zone P-1 Regulating the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in the Fairmont, Cumberland-Piedmont, Georges Creek, Somerset and Meyersdale Districts in Northern West Virginia, Maryland, and Pennsylvania along the Baltimore & Ohio, Western Maryland, and Coal & Coke (East of Dundon) Railways, and their short line Connections, and Vacating all prior Orders Relative to Bituminous Coal Zone P so far as said Orders Relate to the Distribution of Coal from the above-described District.

WASHINGTON, D. C., November 13, 1918.

It appearing to the United States Fuel Administrator that Bituminous Coal Zone P, as heretofore established and modified by said Administrator, should be subdivided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of said Administrator dated March 27, 1918, entitled "Order relative to bituminous coal 'Zone P', regulating the production, sale, shipment, distribution and apportionment of bituminous coal, and the method of such production, sale, shipment, distribution and apportionment by all producers of bituminous coal operating in the coal producing districts of northern West Virginia, Pennsylvania and Maryland on the Baltimore & Ohio Railroad, Western Maryland Railroad and Coal & Coke Railway (east of Dundon) and their short line connections, and all districts north of these lines" and all modifications and amendments of said order, be, and the same hereby are, vacated and set aside as of the effective date of the regulation hereinafter established, so far as the said order and amendments relate to or affect the sale, shipment and distribution of bituminous coal produced in the producing district hereinafter described, and

Hereby makes and establishes the following regulation, effective November 21, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the Fairmont, Cumberland-Piedmont, Georges Creek, Somerset and Meyersdale districts in Northern West Virginia, Maryland and Pennsylvania along the Baltimore & Ohio, Western Maryland, and Coal & Coke (east of Dundon) Railways, and their short line connections, hereby designated Producing Zone P-1, shall be sold, shipped or distributed, except to consumers, and for use and consumption, in the following described sections of the United States, viz:

(1) All points in the States of West Virginia, Maryland, Delaware, Pennsylvania, New Jersey, and New York, and the District of Columbia, reached by all-rail transportation routes;

(2) All points in the States of Maryland, Delaware, New Jersey, New York, and in the New England States reached by rail and water, or rail-water and rail transportation routes;

(3) All stations and points of delivery in the State of Virginia, located along the Baltimore & Ohio Railroad from Harpers Ferry, West Virginia, to and including Strasburg, Virginia; along the Southern Railway from Strasburg, to and including Harrisonburg, Virginia; and along the Washington and Old Dominion Railway from Washington, D. C., to Bluemont, Virginia;

(4) All points in the State of Ohio reached by customary west-bound routes.

Provided, however, that bituminous coal produced in said Producing Zone P-1, when loaded westbound in returning box cars or returning stock cars may be sold, shipped, and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the—

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Keweenaw, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin, and

Provided further, that coal produced in the Fairmont district, when loaded in returning box cars or returning stock cars, may be sold, shipped, and distributed for use and consumption in the following-described section of the United States, viz:

All points reached by customary westbound routes.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone P-1, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary and all places within the switching limits of said points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside Consuming Zone P-1, unless the consent, in writing, of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone P-1, by wagon or truck, or shipments of such coal—

(a) For use as railroad fuel;

(b) In whole or in part by inland waterways (other than the Great Lakes) except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone P-1;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone; such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Bituminous coal produced in said Producing Zone P-1, of such special quality, for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone P-1 as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau to such diversion shall first have been obtained.

SECTION VI.

Bituminous coal produced in said Producing Zone P-1 may be sold, shipped, and distributed, for blacksmithing purposes only, in such portions of the United States outside Consuming Zone P-1 as shall be designated in a permit issued to the producer of such coal by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as are, or may be from time to time, prescribed by said Administration. Every such permit shall be revocable by said Coal Zone Permit Bureau at any time.

Any person, firm, association, or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 20, 1918, Effective Dec. 21, 1918, Modifying the Order of Nov. 13, 1918, Relative to Bituminous Coal Zone P-1, being Modification No. 1 of said Order.

WASHINGTON, D. C., December 20, 1918.

It appearing to the United States Fuel Administrator that for the better distribution of bituminous coal produced in Producing Zone P-1, Consuming Zone P-1 should be enlarged as hereinafter provided.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that Section I of the Regulation relative to Bituminous Coal Zone P-1, established by order of said Administrator dated November 13, 1918, be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the Fairmont, Cumberland-Piedmont, Georges Creek, Somerset, and Meyersdale districts in northern West Virginia, Maryland, and Pennsylvania along the Baltimore & Ohio, Western Maryland and Coal & Coke (east of Dundon) Railways and their short line connections, hereby designated Producing Zone P-1, shall be sold, shipped or distributed, except to consumers and for use and consumption in the following-described sections of the United States. viz:

(1) All points in the States of West Virginia, Maryland, Delaware, Pennsylvania, New Jersey, and New York; the District of Columbia and in the New England States reached by all-rail transportation routes;

(2) All points in the States of Maryland, Delaware, New Jersey, New York, and in the New England States reached by rail-and-water, or rail-water-and-rail transportation routes;

(3) All stations and points of delivery in the State of Virginia located along the Baltimore & Ohio Railroad from Harpers Ferry, West Virginia, to and including Strasburg, Virginia; along the Southern Railway from Strasburg to and including Harrisonburg, Virginia; and along the Washington & Old Dominion Railway from Washington, D. C., to Bluemont, Virginia;

(4) All points in the State of Ohio reached by customary westbound routes.

Provided, however, that bituminous coal produced in said Producing Zone P-1, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped, and distributed for use and consumption within the following-described section of the United States in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin; and

Provided, further, that coal produced in the Fairmont district, when loaded in returning box cars or returning stock cars, may be sold, shipped, and distributed for use and consumption in the following-described section of the United States, viz:

All points reached by customary westbound routes.

This order shall be effective December 21, 1918.

H. A. GARFIELD,
United States Fuel Administrator.
By CYRUS GARNSEY, Jr.,
Assistant United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 13, 1918, Effective Nov. 21, 1918, Establishing Bituminous Coal Zone P-2, Regulating the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in Northern West Virginia and Pennsylvania along the Monongahela Railroad and its short line connections, and in Pennsylvania along the Pennsylvania, Pittsburgh & West Virginia, Pittsburgh & Lake Erie, Pittsburgh, Cincinnati, Chicago & St. Louis, Bessemer & Lake Erie, Buffalo, Rochester & Pittsburgh, New York Central, and Erie Railways and their short line connections, and Vacating all Prior Orders Relative to Bituminous Coal Zone P so far as said Orders relate to the Distribution of Coal from the above described Districts.

WASHINGTON, D. C., November 13, 1918.

It appearing to the United States Fuel Administrator that Bituminous Coal Zone P, as heretofore established and modified by said Administrator, should be subdivided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated March 27, 1918, entitled "Order relative to Bituminous Coal 'Zone P' regulating the production, sale, shipment, distribution, and apportionment of bituminous coal and the method of such production, sale, shipment, distribution, and apportionment, by all producers of bituminous coal operating in the coal-producing districts in northern West Virginia, Pennsylvania, and Maryland on the Baltimore & Ohio Railroad, Western Maryland Railroad, Coal & Coke (east of Dundon) Railway, and their short line connections, and all districts north of these lines," and all amendments and modifications of said order be, and the same hereby are vacated and set aside as of the effective date of the regulation hereinafter established, so far as said order and amendments relate to or affect the sale, shipment, and distribution of bituminous coal produced in the producing district hereinafter described, and

Hereby makes and establishes the following regulation effective November 21, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in northern West Virginia and Pennsylvania along the Monongahela Railroad, and its short line connections, and in Pennsylvania along the Pennsylvania, Pittsburgh & West Virginia, Pittsburgh & Lake Erie, Pittsburgh, Cincinnati, Chicago & St. Louis, Bessemer & Lake Erie, Buffalo, Rochester & Pittsburgh, New York Central, and Erie Railway and their short line connections, hereby designated Producing Zone P-2, shall be sold, shipped, or distributed, except to consumers, and for use and consumption, in the following-described sections of the United States, viz:

(1) All points in the States of Pennsylvania, Delaware, New Jersey, and New York reached by customary eastbound routes;

(2) All points in the New England States, provided that shipments to such points shall not be routed via the Baltimore & Ohio and Western Maryland Railways;

(3) All stations and points of delivery in the State of Maryland, excepting the following, viz: Those located on the Pennsylvania Railroad at and in the vicinity of Baltimore, Maryland, viz: Canton, President Street, Highland Town, Jacksons Wharf, Calvert, Holton, Frederick Road, and Gwynns Run, and points of delivery between any two of said stations; those located on the Baltimore & Sparrows Point Railroad; those located on the Baltimore Division of the Pennsylvania Railroad from and including London Park, Maryland, to and including Catonsville, Maryland, and from and including Arbutus, Maryland, to and including Washington, District of

Columbia, or on the Pope's Creek Branch from and including Bowie, to and including Pope's Creek; all points of delivery, and all floating bridges, piers, and docks for transshipping coal located on the portions of railway lines above designated, and all points of delivery within switching limits of points located on such portions of railway lines;

(4) All stations and points of delivery in the State of Ohio located east of a line coincident with the Pittsburgh & West Virginia Railway and Wheeling & Lake Erie Railroad, from Mingo Junction through Wellington to Lorain;

(5) All points reached by lake shipment from Lake Erie, ports within the above-described territory.

Provided, however, that bituminous coal produced in said Producing Zone P-2, when loaded westbound in returning box cars or returning stock cars may be sold, shipped and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the—

(a) Grand Trunk Railway, operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin.

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone P-2, and wherever any boundary of said zone follows a line of railway, said zone shall include all points in the portion of the line of railway included in such boundary and all places included within the switching limits of such points.

SECTION III.

Coal consigned in accordance with the terms of Section I hereof shall not be diverted to any point outside said Consuming Zone P-2, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of bituminous coal from Producing Zone P-2, by wagon or truck, or shipments of such coal.

(a) For use as railroad fuel.

(b) In whole or in part, by inland waterways (other than the Great Lakes), except where such shipment requires a rail movement from the mines to the waterways terminating outside Consuming Zone P-2.

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Coal produced in said Producing Zone P-2, of such special quality, for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone P-2 as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe,

may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted, by reconsignment or otherwise, from the original consignee unless the consent in writing of said Coal Zone Permit Bureau to such diversion shall first have been obtained.

SECTION VI.

Bituminous coal produced in said Producing Zone P-2 may be sold, shipped, and distributed, for blacksmithing purposes only, in such portions of the United States outside Consuming Zone P-2 as shall be designated in a permit issued to the producer of such coal by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as are, or may be from time to time, prescribed by said Administration. Every such permit shall be revocable by said Coal Zone Permit Bureau at any time.

Any person, firm, association, or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 20, 1918; Effective Dec. 21, 1918; Modifying the Order of Nov. 13, 1918, Relative to Bituminous Coal Zone P-2, being Modification No. 1 of said Order.

WASHINGTON, D. C., December 20, 1918.

It appearing to the United States Fuel Administrator that for the better distribution of bituminous coal produced in Producing Zone P-2, Consuming Zone P-2 should be enlarged as hereinafter provided,

THE UNITED STATES FUEL ADMINISTRATOR, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that Section I of the Regulation relative to Bituminous Coal Zone P-2, established by order of said Administrator dated November 13, 1918, be, and the same hereby is, amended to read as follows:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in northern West Virginia and Pennsylvania along the Monongahela Railroad and its short-line connections, and in Pennsylvania along the Pennsylvania, Pittsburgh & West Virginia; Pittsburgh & Lake Erie; Pittsburgh, Cincinnati, Chicago & St. Louis; Bessemer & Lake Erie; Buffalo, Rochester & Pittsburgh; New York Central; and Erie Railways and their short-line connections, hereby designated Producing Zone P-2, shall be sold, shipped, or distributed, except to consumers and for use and consumption, in the following-described sections of the United States, viz:

(1) All points in the States of Pennsylvania, Delaware, New Jersey, and New York reached by customary eastbound routes;

(2) All points in the New England States;

(3) All stations and points of delivery in the State of Maryland;

(4) All stations and points of delivery in the State of Ohio located east of a line coincident with the Pittsburgh & West Virginia Railway and Wheeling & Lake Erie Railroad, from Mingo Junction through Wellington to Lorain;

(5) All points reached by lake shipment from Lake Erie ports within the above-described territory;

(6) The District of Columbia.

Provided, however, that bituminous coal produced in said Producing Zone P-2, when loaded westbound in returning box cars or returning stock cars may be sold,

shipped and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin;

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

This order shall be effective December 21, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

By CYRUS GARNSEY, Jr.,

Assistant United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 14, 1918, Effective Nov. 22, 1918, Establishing Bituminous Coal Zone P-3, Regulating the Sale, Shipment, Distribution, and Apportionment of Bituminous Coal Produced in the Panhandle District of West Virginia and in Brooke, Marshall, Hancock, and Ohio Counties of West Virginia, and Vacating all Prior Orders Relative to Bituminous Coal Zone P so far as said Orders Relate to the Distribution of Coal from the above-described districts

WASHINGTON, D. C., November 14, 1918.

It appearing to the United States Fuel Administrator that Bituminous Coal Zone P, as heretofore established and modified by said Administrator should be subdivided,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated June 8, 1918, entitled "Order relative to Bituminous Coal 'Zone P' regulating the production, sale, shipment, distribution, and apportionment of bituminous coal and the method of such production, sale, shipment, distribution, and apportionment by all producers of bituminous coal operating in the coal-producing districts of northern West Virginia, Pennsylvania, and Maryland on the Baltimore & Ohio Railroad, Western Maryland Railroad, and Coal & Coke Railway (east of Dundon) and their short line connections, and all districts north of these lines," and all amendments and modifications of said order be and the same hereby are vacated and set aside as of the effective date of the regulation hereinafter established, and

Hereby makes and establishes the following regulation, effective November 22, 1918, and until further or other order in the premises:

SECTION I.

Except as hereinafter provided, no bituminous coal produced in the Panhandle District of West Virginia in Brooke, Marshall, Hancock, and Ohio Counties, West Virginia, hereby designated Producing Zone P-3, shall be sold, shipped or distributed, except to consumers, and for use and consumption, in the following-described sections of the United States, viz:

(1) All points in the States of West Virginia, Delaware, Pennsylvania, New Jersey, and New York, reached by customary eastbound routes:

(2) All points in the New England States provided that shipments to such points shall not be routed all-rail via the Baltimore & Ohio and Western Maryland Railways;

(3) That portion of the State of Ohio located east of a line coincident with the Baltimore & Ohio Railroad (Cleveland; Lorain & Wheeling Branch) from Bridgeport to Lorain;

(4) All points reached by lake shipment from Lake Erie ports within the territory above described.

Provided, however, that bituminous coal produced in said Producing Zone P-3, when loaded westbound in returning box cars or returning stock cars, may be sold, shipped, and distributed for use and consumption within the following-described section of the United States, in addition to the territory hereinbefore described, viz:

All points reached via the car ferries of the

(a) Grand Trunk Railway operating between Grand Haven, Michigan, and Milwaukee, Wisconsin;

(b) Pere Marquette Railway operating between Ludington, Michigan, and Manitowoc, Wisconsin; and between Ludington, Michigan, and Milwaukee, Wisconsin.

(c) Ann Arbor Steamship Company operating between Frankfort, Michigan, and Manistique, Michigan; between Frankfort, Michigan, and Menominee, Michigan; between Frankfort, Michigan, and Kewaunee, Wisconsin; and between Frankfort, Michigan, and Manitowoc, Wisconsin.

SECTION II.

The territory described in Section I hereof is hereby designated Consuming Zone P-3, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of said points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside Consuming Zone P-3, unless the consent, in writing, of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to or restrict deliveries of bituminous coal from Producing Zone P-3, by wagon or truck, or shipments of such coal

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes), except where such shipment requires a rail movement from the mines to the waterways terminating outside said Consuming Zone P-3;

(c) To any points in Canada or Mexico when points of entry to these countries are located within said consuming zone, such shipments to be subject to all applicable license regulations of the United States Fuel Administration or the War Trade Board now or hereafter in force.

SECTION V.

Bituminous coal produced in said Producing Zone P-3, of such special quality for such special use or purpose, in such quantity and consigned to such retail dealer or consumer outside said Consuming Zone P-3 as shall be designated in a permit issued by the Coal Zone Permit Bureau of the United States Fuel Administration in accordance with such rules and regulations as said Administration may from time to time prescribe, may be shipped to said retail dealer or consumer, provided that no coal shipped under such permit shall be diverted by reconsignment or otherwise from the original consignee unless the consent in writing of said Coal Zone Permit Bureau to such diversion shall first have been obtained.

Any person, firm, association, or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Section 15.—Smithing Coal Zone Orders and Modifications.

Order of the United States Fuel Administrator of April 23, 1918, Effective April 23, 1918, Modifying with Respect to Shipments of Smithing Coal, the Orders of Mar. 27, 1918, Establishing Bituminous Coal "Zone A", "Zone G", "Zone H", "Zone N" and "Zone P".

WASHINGTON, D. C., April 23, 1918.

It appearing to the United States Fuel Administrator that the movement of Bituminous coal for Blacksmithing purposes to points beyond the limits of certain Bituminous coal zones as established by his orders of March 27, 1918, is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the Army and Navy; and that the possible supply of Bituminous coal produced in the United States can be increased by means of the greater utilization of cars, locomotives and other railroad facilities; and that a general permission to move Bituminous coal for Blacksmithing purposes beyond the limit of said Bituminous coal zones, as established by said orders of March 27, 1918, and subsequent modifications thereof will facilitate the movement of Bituminous coal for that purpose, tend to prevent scarcity thereof, and is necessary for the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23d August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of the mine) of Bituminous coal produced at the particular mines listed herein shall be permitted to sell, ship and distribute such coal for Blacksmithing purposes to dealers and consumers, and for use and consumption within the following described sections of the United States, viz:—

(1) "Zone A"—List of mines in Arkansas and Oklahoma producing Bituminous coal for Blacksmithing purposes.

Producer.	Address.	Mine.	Railroad.
Arkansas Valley Coal Co.....	Hackett, Ark.....	Porter.....	Midland Valley R. R.
Backbone Coal Co.....	Excelsior, Ark.....	Jones.....	Midland Valley R. R.
Peter McMillan Coal Co.....	Excelsior, Ark.....	McMillan.....	Midland Valley R. R.
Bassinger Coal Co.....	Excelsior, Ark.....	Bassinger.....	Midland Valley R. R.
Hackett, Excelsior Coal Co.....	Hackett, Ark.....	Hackett.....	Midland Valley R. R.
Haskell Coal Mining Co.....	Stigler, Okla.....	Acme.....	Midland Valley R. R.

Bituminous coal for Blacksmithing purposes from the mines listed in this section (1) may be sold, shipped and distributed without other permit to all points in the United States west of the Mississippi River, except in the States of North Dakota, South Dakota, Minnesota and Wisconsin north of the Northern limit of "Zone A," as established by order of March 27, 1918, and subsequent modifications thereof.

(2) "Zone G" and "Zone H"—List of mines in Tennessee, Georgia and Alabama producing Bituminous coal for Blacksmithing purposes.

Producer.	Address.	Mine.	Railroad.
The Alabama Co.....	Birmingham, Ala....	Brookwood.....	L. & N. R. R.
Tennessee Coal.....	Birmingham, Ala....	Blue Creek 3 & 4..	L. & N. R. R.
Iron & R. R. Co., Yolande Coal & Coke Co.....	Birmingham, Ala....	Yolande 2 & 3....	L. & N. R. R.
Imperial Coal & Coke Co.....	Birmingham, Ala....	Dixiana.....	L. & N. R. R.
Majestic Coal Co.....	Birmingham, Ala....	Bradford.....	L. & N. R. R.
Sipsey Coal Mining Co.....	Empire, Ala.....	Dillworth.....	Frisco R. R.
New Etna Coal Co.....	Whiteside, Tenn....	Etna.....	N. C. & St. L. R. R.
Durham Coal & Iron Co.....	Chattanooga, Tenn..	Durham.....	Cent. of Ga. R. R.

Bituminous coal for Blacksmithing purposes from the mines listed in this section (2) may be sold, shipped and distributed without other permit to all points in the United States east of the Mississippi River and south of the northern boundaries of the States of Tennessee and North Carolina and all points in the United States west of the Mississippi River.

3. "Zone N"—List of mines in the low volatile coal producing districts of West Virginia and Virginia producing Bituminous coal for Blacksmithing purposes.

Producer.	Address.	Mine.	Railroad.
Raleigh Coal & Coke Co.....	Cincinnati, O.....	Raleigh 3.....	C. & O. Ry., Virginian Ry.
Winding Gulf Colliery Co.....	Cincinnati, O.....	Winding Gulf 2..	C. & O. Ry., Virginian Ry.
New River Co.....	Macdonald, W. Va....	Cranberry.....	C. & O. Ry., Virginian Ry.
Fire Creek Coal & Coke Co.....	Staunton, Va.....	Fire Creek.....	C. & O. Ry.
Quinnimont Coal Co.....	Quinnimont, W. Va..	Big Q.....	C. & O. Ry.
Fayette Smokeless Coal Co.....	Fayette, W. Va.....	Fayette.....	C. & O. Ry.
Gulf Smokeless Coal Co.....	Tams, W. Va.....	Tams.....	C. & O. Ry., Virginian Ry.
New River Collieries Co.....	Sun, W. Va.....	Sun 1 & 2.....	C. & O. Ry., Virginian Ry.
McKell Coal Coke Co.....	Glen Jean, W. Va....	Eccles 3, 5 & 6... Graham..... Tamroy..... Oswald.....	K. G. J. & E. R. R.

Bituminous coal for Blacksmithing purposes from the mines listed in this section (3) may be sold, shipped, and distributed without other permit to all points in the United States requiring west-bound movement, provided that shipments are loaded in returning box cars or returning stock cars.

(4) "Zone P"—List of mines in Pennsylvania, Maryland and West Virginia producing Bituminous coal for Blacksmithing purposes.

Producer.	Address.	Mine.	Railroad.
The Consolidation Coal Co.....	Baltimore, Md.....	1, 7 & 12.....	Cumberland & Pa. R. R.
Maryland Coal Co.....	1 B'way, N. Y.....	Kingsland.....	Georges Creek & Cumberland R. R.
The Consolidation Coal Co.....	Baltimore, Md.....	118 & 119.....	B. & O. R. R.
United Coal Corp.....	Pittsburgh, Pa.....	Jerome.....	B. & O. R. R.
Quemahoning Coal Co.....	Somerset, Pa.....	Zimmerman 4 & 5.	B. & O. R. R.
Cumberland Coal Co.....	Baltimore, Md.....	Douglas.....	W. Md. R. R.
Davis Coal & Coke Co.....	Baltimore, Md.....	Coketon.....	W. Md. R. R.
Blossburg Coal Co.....	Scranton, Pa.....	1, 2 & 5 Maple Hill.	Erie R. R.
O'Donnell Bros.....	Morris Run, Pa.....	East 1, 2 & 3; West, 1, 2, 3 & 4.	New York Central R. R.
W. H. Piper & Co.....	Phila., Pa.....	Sonman 2.....	Penna. R. R.
Thorne Neale & Co.....	Phila., Pa.....	Sonman Shaft; Sonman Slope 2.	Penna. R. R.
Miller Coal Co.....	Phila., Pa.....	Miller 1.....	Penna. R. R.
W. H. Hughes & Co.....	Altoona, Pa.....	Hughes 1.....	Penna. R. R.
C. A. Hughes & Co.....	Phila., Pa.....	Maryland.....	Penna. R. R.
Berwind-White C. M. Co.....	17 Battery Place, New York.	Henrietta 2.....	Penna. R. R.
Henrietta Coal Mining Co.....	Altoona, Pa.....	Cammos 1, 2 & 3..	Penna. R. R.
Heverly Coal Co.....	Greensburg, Pa.....	Argyle 1.....	Penna. R. R.
Argyle Coal Co.....	Phila., Pa.....	Logan 4.....	Penna. R. R.
Logan Coal Co.....	12 B'way, N. Y.....	Lloydell 1.....	Penna. R. R.
Dexter & Carpenter.....	12 B'way, N. Y.....	Leland 9 & 10....	Penna. R. R.
Dexter & Carpenter.....	Phila., Pa.....	Loyal Hanna 6....	Penna. R. R.
Loyal Hanna Coal & Coke Co.....	17 Battery Place, New York.	Ehrenfeld 3.....	Penna. R. R.
Penna. Coal & Coke Corp.....	Greensburg, Pa.....	Yellow Run.....	Penna. R. R.
Mountain Coal Co.....	Altoona, Pa.....	Standard 1.....	Penna. R. R.
Standard Coal Co.....	Phila., Pa.....	Rich Hill 1.....	Penna. R. R.
Whitney & Kemmerer.....	Johnstown, Pa.....	Shade Creek.....	Penna. R. R.
Shade Creek Coal Co.....	Phila., Pa.....	Stineman 2.....	Penna. R. R.
Stineman Coal & Coke Co.....	Phila., Pa.....	Stineman 1.....	Penna. R. R.
Stineman Coal Mining Co.....	Lilly, Pa.....	Bear Rock 1.....	Penna. R. R.
Bear Rock Coal Co.....			

Bituminous coal for Blacksmithing purposes from the mines listed in this section (4) may be sold, shipped and distributed without other permit to all points in the United States requiring west-bound movement, provided that shipments are loaded in returning box cars or returning stock cars.

This order shall be effective on and after April 23, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of May 4, 1918, Effective May 6, 1918, Modifying the Order of April 23, 1918, Relative to the Distribution of Smithing Coal beyond the Limits of "Zone A," "Zone G," "Zone H," "Zone N" and "Zone P," Being Modification No. 1 of said Order.

WASHINGTON, D. C., May 4th, 1918.

It appearing to the United States Fuel Administrator, that in order to make more certain the results contemplated in the issuance of his Order April 23, 1918, "Relative to permitting the movement of bituminous coal sold, shipped and distributed for blacksmithing purposes" the permission of that order should be extended to cover other mines in addition to those included therein.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of the mine) of bituminous coal produced at the particular mines listed herein shall be permitted to sell, ship and distribute such coal for blacksmithing purposes to dealers and consumers, and for use and consumption within the following described sections of the United States, viz:—

(1) "Zone N"—List of mines in the Low Volatile coal producing districts of West Virginia and Virginia producing bituminous coal for blacksmithing purposes.

Producer.	Address.	Mine.	Railroad.
New River Company.....	Macdonald, W. Va.	DunLoup.....	C. & O. Ry.
New River Company.....	Macdonald, W. Va.	Summerlea.....	C. & O. Ry.
New River Company.....	Macdonald, W. Va.	Lochgelly.....	C. & O. Ry.
Wright Coal & Coke Co.....	Wright, W. Va.	Wright #1 & 2.....	C. & O. Ry.
Superior Pocahontas Coal Co.....	Davy, W. Va.	Superior #2.....	N. & W. Ry.
Jewett Bigelow & Brooks.....	Detroit, Mich.	JBB Mine 1-2-3-4.....	N. & W. Ry.
Flat Top Fuel Co.....	Bluefield, W. Va.	Mill Creek.....	N. & W. Ry.
Flat Top Fuel Co.....	Bluefield, W. Va.	Coaldale.....	N. & W. Ry.
Davy-Pocahontas Coal Co.....	Baltimore, Md.	Davy-Sewell #2.....	N. & W. Ry.
Pocahontas Coal Sales Co.....	Cincinnati, O.	Gilliam.....	N. & W. Ry.
Pocahontas Coal Sales Co.....	Cincinnati, O.	Arlington.....	N. & W. Ry.

Bituminous coal for blacksmithing purposes from the mines listed in this section (1) may be sold, shipped and distributed without other permit to all points in the United States requiring west-bound movement, provided that shipments are loaded in returning box cars or returning stock cars.

(2) "Zone P"—List of mines in Pennsylvania, Maryland and West Virginia producing bituminous coal for blacksmithing purposes.

Producer.	Address.	Mine.	Railroad.
Lilly Coal Co., Wm. Hahman, Receiver.	Altoona, Pa.....	#2 & #3.....	P. R. R.
Shoemaker Coal Mining Co.....	Philadelphia, Pa....	Wilmore #3.....	P. R. R.
Shoemaker Coal Mining Co.....	Philadelphia, Pa....	Miller Slope.....	P. R. R.
Leahey Coal Co.....	Lilly, Pa.....	Leahey #1.....	P. R. R.
C. A. Hughes & Co.....	Altoona, Pa.....	Hughes #2.....	P. R. R.
Penna. Coal & Coke Co.....	New York, N. Y.....	Cresson #2 ¹	P. R. R.
Pot Ridge Coal & Coke Co.....	Windber.....	Pot Ridge.....	P. R. R.
New York Mining Co.....	Fidelity Bldg., Baltimore, Md.	Union #1 & #2....	Cumb. & P. R. R.
Deep Run Big Vein Coal Co.....	Elk Gordon, W. Va.	Lantz #1.....	West. Md. R. R.
Jaffy Coal Mining Co.....	Cumberland, Md....	Patton.....	West. Md. R. R.

¹ "Cresson #2" mine was a typographical error in the order as issued. It should have read "Cresson #8" and was corrected by a notice signed by the United States Fuel Administrator dated May 17, 1918.

Bituminous coal for blacksmithing purposes from the mines listed in this section (2) may be sold, shipped and distributed without other permit to all points in the United States requiring west-bound movement, provided that shipments are loaded in returning box cars or returning stock cars.

This order shall be effective on and after May 6, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 13, 1918, Effective Nov. 21, 1918, Vacating the Orders of April 23, 1918, and May 4, 1918, Relative to the Shipment of Smithing Coal beyond the Limits of Zone A, Zone G, Zone H, Zone N, and Zone P.

WASHINGTON, D. C., November 13, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator dated April 23, 1918, entitled "Order relative to permitting the movement of bituminous coal sold, shipped, and distributed for blacksmithing purposes to points beyond the limits of Zone A, Zone G, Zone H, Zone N, and Zone P, as established by order of March 27, 1918, and subsequent modifications thereof," and the order dated May 4, 1918, modifying and amending said order dated April 23, 1918, be, and the same hereby are vacated and set aside as of the effective date of this order.

This order shall be effective November 21, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

TITLE III.

ORDERS AND REGULATIONS IN THE NATURE OF ZONE ORDERS RESTRICTING DISTRIBUTION OF COAL WITHIN CERTAIN TERRITORY.

Order of the United States Fuel Administrator Effective 7 a. m., May 27, 1918, Prohibiting the Shipment by way of the Great Lakes, and the Distribution in Illinois of Bituminous Coal Produced in Pennsylvania, Ohio, Maryland, West Virginia, Virginia, Eastern Kentucky and Tennessee.

It appearing to the United States Fuel Administrator that a regulation prohibiting the shipment by way of the Great Lakes, and the sale, distribution, and use in the

State of Illinois of bituminous coal produced in the states of Pennsylvania, Ohio, Maryland, West Virginia, Virginia, Eastern Kentucky, and Tennessee, would facilitate the movement of bituminous coal generally, tend to prevent scarcity thereof, and is necessary for the production of sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator and subject to revocation or modification by him from time to time or at any time hereafter made:

(1) That all dock owners, dock companies, lake forwarders, jobbers, consignees, selling or purchasing agents located on any of the Great Lakes and receiving bituminous coal produced in any of the states of Pennsylvania, Ohio, Maryland, West Virginia, Virginia, Eastern Kentucky, and Tennessee shall not sell, ship, or distribute such coal to any wholesaler, retail dealer, jobber, consignee, or other agency at any other port on any of the Great Lakes for use by consumers as domestic fuel in the state of Illinois.

(2) That no wholesaler, retail dealer, jobber, or other agency engaged in selling and distributing coal and located in the state of Illinois, shall sell, deliver, or distribute any bituminous coal produced in any of the states of Pennsylvania, Ohio, Maryland, West Virginia, Eastern Kentucky, and Tennessee for use by consumers as domestic fuel in the state of Illinois.

(3) That any violation of any of the provisions of this regulation shall subject the person, firm, corporation or association so violating such provision or provisions to all the penalties prescribed by an Act of Congress approved and in force August 10, 1917, and known as the "Lever Act."

(4) This regulation shall become effective at 7 a. m., Monday, the 27th day of May, A. D. 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator Effective 7 a. m., May 27, 1918, Prohibiting the Shipment by way of the Great Lakes, and the Distribution for Domestic Fuel in Wisconsin, Minnesota, North Dakota, South Dakota, and Iowa of Smokeless Coal from the Pocahontas, Tug River and New River District of West Virginia and Virginia.

It appearing to the United States Fuel Administrator that a regulation prohibiting the shipment by way of the Great Lakes, and the sale, distribution, and use of smokeless coal, from the Pocahontas and New River districts in West Virginia and Virginia, for domestic fuel, in the states of Wisconsin, Minnesota, North Dakota, South Dakota, and Iowa, would facilitate the movement of bituminous coal generally, tend to prevent scarcity thereof, and is necessary for the production of a sufficient quantity of bituminous coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator and subject to revocation or modification by him from time to time or at any time hereafter made:

(1) That all dock owners, dock companies, lake forwarders, jobbers, consignees, selling or purchasing agents, owners, dealers, or other agencies located on any of the Great Lakes and receiving bituminous coal, commonly known as "Smokeless" coal, from the Pocahontas, Tug River, and New River low-volatile-coal-producing districts in the states of West Virginia and Virginia, shall not sell, ship, or distribute such coal to any wholesaler, retail dealer, jobber, consignee, or other agency engaged in selling and distributing coal and located at any other port on any of the Great Lakes for use by consumers as domestic fuel in the states of Wisconsin, Minnesota, North Dakota, South Dakota, and Iowa.

(2) That no wholesaler, retail dealer, jobber, or other agency engaged in selling and distributing coal and located in any of the states of Wisconsin, Minnesota, North Dakota, South Dakota, or Iowa shall sell, deliver, or distribute any smokeless coal produced in the Pocahontas, Tug River, and New River low-volatile-coal-producing districts in the states of West Virginia and Virginia to consumers for domestic fuel located in the said states of Wisconsin, Minnesota, North Dakota, South Dakota and Iowa.

(3) That any violations of any of the provisions of this regulation shall subject the person, firm, corporation, or association so violating such provision or provisions to all the penalties prescribed by an Act of Congress approved and in force August 10, 1917, and known as the "Lever Act."

(4) This regulation shall become effective at 7 a. m. Monday, the 27th day of May, A. D. 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 16, 1918, Effective 7 a. m. July 18, 1918, Prohibiting Distribution of Smokeless Coal from Lake Docks Except for the Purpose of Making Illuminating Gas, By-Product Coke or Coal Briquettes.

WASHINGTON, D. C., July 16, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator and subject to modification hereafter from time to time and at any time, no person, firm, association or corporation owning, operating or managing a dock on Lake Michigan or Lake Superior, shall sell, deliver, ship or distribute smokeless coal received at any such dock from the New River, Pocahontas, Tug River or other fields producing low-volatile-smokeless coal, whether such coal was carried over from stocks of last year or brought up by cargo this year, except where such coal is to be used for the purpose of making illuminating gas, by-product coke or coal briquettes, or for such other special purposes as may be designated in a special permit issued by the District Representative of the United States Fuel Administration in charge of docks on Lake Michigan and Lake Superior.

The prohibitions contained in this order shall apply to all shipments of smokeless coal from such dock which are permitted under the Zone Orders of the United States Fuel Administrator and also to all out of zone shipments under zone permits and in so far as any permit or permits heretofore granted for out of zone shipments from any such dock authorize or permit shipments of smokeless coal contrary to the provisions of this order, such permit or permits are hereby modified so as to make the same comply with such provisions.

This order to become effective at 7 a. m., July 18, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 7, 1918, Effective May 15, 1918, Regulating the Distribution and Apportionment of Coke Produced in New England and in Maryland, New Jersey, New York, Pennsylvania, and West Virginia.

WASHINGTON, D. C., May 7, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of coke should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the location of the ovens and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coke from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coke cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coke cars, and the provision of the necessary supply of such coke for each consuming section of the country from the coke ovens nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coke ovens and such section; and that apportionment of the coke will facilitate the movement of coke, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of coke to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter;

(1) Producers (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of the oven) of coke in any of the New England States, viz: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont, shall not, except as hereinafter provided, sell, ship and distribute such coke to dealers and consumers for use and consumption within that section of the United States described as all points (except Albany, Cohoes, Green Island and Troy, N. Y.) west of the east bank of the Hudson River south of Troy, N. Y., and west of the line of the Delaware and Hudson Company from Troy, N. Y., to Rouses Point, N. Y., including branches when forwarded for all-rail transportation and delivery; and

(2) Producers (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of the oven) of coke in any of the States of Maryland, New Jersey, New York, Pennsylvania and West Virginia, shall not, except as hereinafter provided, sell, ship, and distribute such coke to dealers and consumers for use and consumption within that section of the United States described as the New England States, viz.: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont, when forwarded for all-rail transportation and delivery:

Provided, however, that this order shall not apply on petroleum coke and that section "(2)" hereof shall not apply on crushed coke for domestic use.

Wherever any boundary described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of coke from points on

the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after May 15, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 25, 1918, Vacating as of Dec. 1, 1918, the Order of May 7, 1918, Restricting the Distribution of Coke Produced in New England and in Maryland, New Jersey, New York, Pennsylvania and West Virginia.

WASHINGTON, D. C., November 25, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated May 7, 1918, entitled "Order Regulating the Production, Sale, Shipment, Distribution and Apportionment of Coke and the Method of such Production, Sale, Shipment, Distribution and Apportionment by all Producers of Coke Operating in the New England States and the States of Maryland, New Jersey, New York, Pennsylvania and West Virginia," be, and the same hereby is, vacated and set aside as of the first day of December, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 2, 1918, Effective 7 a. m. July 3, 1918, Prohibiting Distribution of Gas Coal from Lake Docks Except to Gas Plants and By-Product Coke Plants.

WASHINGTON, D. C., July 2, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent executive orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to modification hereafter from time to time and at any time, no person, firm, association or corporation owning, operating or managing a dock on Lake Michigan or Lake Superior, shall, without a special permit to be applied for to and issued by the Distribution Division of the United States Fuel Administration, sell, ship or distribute gas coal received at any such dock, except to persons, firms, associations or corporations engaged in the manufacture of gas or in the operation of by-product coke plants and no such gas coal sold, shipped or distributed from any such dock shall be used for the purpose of generating steam without a similar special permit.

The prohibitions contained in this order shall apply to all shipments of coal from such dock which are permitted under the Zone Orders of the United States Fuel Administrator, and also to all out of zone shipments under zone permits and in so far as any permit or permits heretofore granted for out of zone shipments from any such dock authorize or permit shipments of gas coal contrary to the provisions of this order, such permit or permits are hereby modified so as to make the same comply with such provisions.

This order shall be effective on and after 7 a. m., July 3, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 31, 1918, Effective Aug. 3, 1918, Regulating the Distribution and Apportionment of Anthracite Coal from Coal Docks in Minnesota, the Upper Peninsula of Michigan and Wisconsin on the Western Bank of Lake Michigan and on Lake Superior.

WASHINGTON, D. C., July 31, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the Army and Navy, that the greatest possible supply of anthracite coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of the existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefore, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the anthracite coal produced in the United States will facilitate the movement of anthracite coal and is necessary for the production of a sufficient quantity of anthracite coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every shipper (which term shall include every person, firm, corporation or association shipping as owner, lessee or purchaser of any coal from lake docks) of anthracite coal from any of the coal docks in the States of Minnesota, Wisconsin and Illinois and the Upper Peninsula of the State of Michigan, located along the western bank of Lake Michigan and Lake Superior shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers for use and consumption within the following described section of the United States, viz:

- (1) The States of North Dakota, South Dakota, Minnesota and Wisconsin;
- (2) The Upper Peninsula of the State of Michigan;
- (3) That portion of the State of Iowa located on and north of a line coincident with the Illinois Central Railroad from Dubuque to Sioux City, Iowa;
- (4) The following named counties within the State of Illinois:
Cook, Stephenson, Winnebago, Boone, McHenry, Lake, Ogle, Dekalb, Kane, Dupage, Lee, Kendall and Will.

This order shall be effective on and after August 3, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

TITLE IV.

ORDERS AND REGULATIONS RELATING TO RAILROAD FUEL SUPPLIES.

Section 1.—Orders Assuring to Certain Railroads Adequate Fuel Supplies.¹

Order of the United States Fuel Administrator of Oct. 9, 1917, Effective Oct. 15, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Pennsylvania Railroad Co. and its Operated Companies.

WASHINGTON, D. C., October 9, 1917.

It appearing to the United States Fuel Administrator that, under the present method of procuring for the use of the companies hereinafter named railroad coal not now under contract, and which under present conditions can not now be contracted for, by the Pennsylvania Railroad Co. for the use of itself and its operated companies—being the Philadelphia, Baltimore & Washington Railroad Co.; the West Jersey & Seashore Railroad Co.; the Baltimore, Chesapeake & Atlantic Railway Co.; the Maryland, Delaware & Virginia Railway; the Susquehanna, Bloomsburg & Berwick Railroad Co.; and the New York, Philadelphia & Norfolk Railroad Co. (hereinafter referred to collectively as the "Pennsylvania Railroad Co. and its aforesaid operated companies"), there results loss of car efficiency, discrimination in car supply as between mines, disturbance of the mine-labor factor, interference with commercial coal distribution, and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Pennsylvania Railroad Co. and its aforesaid operated companies

¹ See also supra Chapter III, Title II.

In answer to certain questions arising under some of the Railroad Fuel Supply Orders, the following rulings were made by the United States Fuel Administrator interpreting those orders. Although the rulings in every case had reference to specific orders, they are equally applicable to all of the orders.

1. "The railroad practice of companies confiscating coal in transit in order to keep railroads in operation has created great confusion and caused endless inconvenience and interruption in the movement of coal needed for domestic and industrial supplies. In order to terminate this practice, it seemed desirable to provide some means by which the railroads could be supplied with coal. Such supply is, of course, absolutely necessary as otherwise neither coal nor any other commodity could be moved over their lines. To accomplish this result with the least difficulty and inconvenience, an order was issued by this office, under the provisions of which the Norfolk & Western is authorized to requisition upon an equitable basis from the producers along its lines the amount of coal necessary for the operation of the road in excess of the amount for the purchase of which it had already contracted. The authority to make such requisitions has been given priority over the filling of any contracts by the producers with other customers than the railroad. The requisitioning of coal under the order is authorized to be made at the President's prices.

"Consequently, the mining companies [situated on the Norfolk and Western] should furnish at the President's prices their respective pro rata amounts of coal as called for by the Norfolk & Western Railroad Company in accordance with the provisions of the order for securing to the Norfolk & Western Railroad Company its necessary supply of fuel. If exceptions were made in favor of [certain] companies on the ground that they have contracted to sell their entire product at higher prices to other customers, the only result which could follow would be to compel other producers, not having such contracts to the same extent, to supply coal for the railroad at the President's prices in order to enable the railroad to haul the coal of the more fortunate producers at the higher contract prices."

2. "Question: Whether the provision of clause (3) of the order of October 9th [the Pennsylvania R. R. Order] which provided as follows—'subject, however, to the limitation that each mine under contract shall produce and sell not less than its contract obligation at the contract price', does not exempt the Taylor Run Coal Company for liability to honor these requisitions of the Railroad, it having contracted, prior to August 21st, all the coal it is now producing.

"Answer: The language quoted from the order of October 9th does not exempt the coal company from liability to honor requisitions of the Pennsylvania Railroad Company. The language quoted referred only to contracts between the mine and the Railroad Company for a supply of coal from the former to the latter and required the obligation of such contracts to be met in full 'regardless of other obligations.'"

3. "Question: Whether, if it was the intention by this order to abrogate contracts made prior to August 21st, 1917, to the extent of furnishing the amounts of coal provided in the order, 'going Government price

is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after October 15th, 1917, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal operating mines (including mines hereafter opened or beginning or renewing operations) located on the lines of and served by the Pennsylvania Railroad Co. and its aforesaid operated companies shall produce, sell, ship, and distribute bituminous coal to said Pennsylvania Railroad Co. and its aforesaid operated companies for their use as railroad coal, upon the following plan:

(1) The percentage proportion which the aggregate requirement of said Pennsylvania Railroad Co. and its aforesaid operated companies bears to the capacity of all such mines, as rated by the railroad, shall be ascertained, and each mine which is furnishing such or a greater percentage under contract shall, during the life of the contract, continue so to produce and sell such coal at the contract price, and shall ship and distribute such coal regularly each week when the mine operates and ships, and so far as practicable in equal daily quantities regardless of other obligations.

(2) The requirement not obtained from mines furnishing such or a greater percentage under the preceding paragraph (1) shall be requisitioned from the remaining mines at the going Government price, subject, however, to any revision which may

does not mean that the price shall be \$2.15 in accordance with the President's proclamation, that when coal is sold through a jobber a commission of 15¢ may be added to the mine price of \$2.00."

"Answer: It was the intention of this order to give priority to an adequate and regular supply of fuel coal for the Pennsylvania Railroad Company over all and any contracts of any producer operating mine located on the lines of that Company and of other companies operated by it. In accordance with this intention, coal needed by the Railroad Company for fuel purposes must be furnished in accordance with the provisions of the order and deliveries of coal to other customers under contract with them must be postponed until the requirements of the Railroad Company under the order have been met. The 'going government price' governing the price to be paid for coal requisitioned means, where used in the order referred to, the government price fixed for producers. It does not mean the price which a jobber might charge to his customer under the President's order. Consequently, it would be contrary to said order of October 9, to add a commission of 15¢ or any other amount to the President's price applicable to the coal produced by the coal company so far as requisitioned by the Railroad Company."

4. "Question: Our plant is operated under Union Labor in Preston County, W. Va., and we desire to know if we are to bill this coal to the B. & O. Railroad Company at \$2.45 per net ton."

"Answer: If the conditions stated in the order of the President dated 27 October, 1917, have been complied with, you would be entitled under the order of the United States Fuel Administrator of October 19, 1917, relative to providing an adequate supply of bituminous coal for use of the Baltimore & Ohio Railroad Company to add 45¢ per ton on and after October 29, 1917, to the price fixed by the President's Proclamation of 21 August, 1917, upon any coal requisitioned from you by the Baltimore & Ohio Railroad Company for its own railroad use or for the use of its operated companies mentioned in said order of October 19, 1917."

5. "It is the intention of the orders issued by the United States Fuel Administrator relative to coal supply for the different railroads, that the coal requisitioned under authority of those orders should be furnished at the government price without the addition of any jobber's commission even where the output of a mine is controlled by a jobber.

"These orders are issued upon the theory that, unless the railroad company upon which mines are situated has sufficient fuel to operate, its road, no mine upon the road would be able to market its product. To keep the road in operation in the past, the custom has grown up of confiscating coal in transit. This custom has proved prejudicial to the interests of both producers and consumers. It is the hope of the Fuel Administrator that these orders will put an end to coal confiscation, will distribute the burden of supplying coal for the operation of the railroad equitably among the producers, and effect a more steady and reliable production of coal by all the producers."

be made retroactively effective in the percentage proportion that such remaining coal requirement of said Pennsylvania Railroad Co. and its aforesaid operated companies bears to the capacity of such remaining mines as rated by the railroad, subject, however, to the limitation that each mine under contract shall produce and sell not less than its contract obligation at the contract price, and shall ship and distribute all such coal regularly each week when the mine operates and ships, and so far as practicable in equal daily quantities, regardless of other obligations.

It is further ordered that said Pennsylvania Railroad Co. and its aforesaid operated companies shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be requisitioned from each producer and mine upon the authority of this order, and shall post in the office of the car distributor for each district concerned a copy of the statement so filed with the undersigned, and shall give notice to each producer from whom coal shall be requisitioned upon the authority of this order, showing the amount of coal which during the week following shall be requisitioned from each of such producer's mines.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Pennsylvania Railroad Co. and its aforesaid operated companies is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any contracts of any producer operating mines located on the lines aforesaid.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Pennsylvania Railroad Co. and its aforesaid operated companies and upon each of the producers of bituminous coal located thereon and named in the statement appended hereto and marked "Exhibit 1."

H. A. GARFIELD,
Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 9, 1918, Effective Feb. 11, 1918, Modifying and Amending the Order of Oct. 9, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for the Use of the Pennsylvania Railroad Co. and its Operated Companies.

WASHINGTON, D. C., February 9, 1918.

It appearing to the United States Fuel Administrator from evidence furnished from the office of the Director General of Railroads that certain modifications are, for the present, desirable in the order of October 9, 1917, relative to providing, and to the manner of providing, an adequate supply of bituminous coal for the use of the Pennsylvania Railroad Company and its operated companies (named in said order), and that the modifications hereinafter specified, in accordance with the suggestions of the Director General of Railroads, may help to reduce the congestion upon said Railroad, and especially in its Altoona yard, and thereby to improve the movement of coal cars from the mines to the consumers along the Atlantic Seaboard, and to increase the supply of coal cars to the mines and thereby to make possible a greater production of coal for commercial purposes,

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after February 11, 1918, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which

the United States is now engaged, and subject to modification hereafter by him, paragraphs (1) and (2) of said order of October 9, 1917, are cancelled and shall cease to be in effect, and in place thereof the following provisions shall be effective from the date hereof:

(1) Every producer of bituminous coal now under contract to furnish railroad coal to said Pennsylvania Railroad Company and its operated companies shall strictly in accordance with such contracts produce, sell, ship and distribute such bituminous coal to said company and its operated companies for their use as railroad coal, and shall ship and distribute such coal regularly each week when the mine or mines of such producer operate and ship, and so far as practicable in equal daily quantities regardless of other obligations, except as otherwise provided in other orders of the Fuel Administrator relative to providing an adequate supply of bituminous coal for railroad companies other than said company and its operated companies.

(2) The requirements of said company and its operated companies not obtained from the mines or producers referred to in and subject to the provisions of the preceding paragraph (1) shall be obtained as follows:

(a) The requirement with respect to all the lines of said company east of Altoona (including all its branches and the lines connecting east of said Altoona with its main line) shall be requisitioned from the mines located on the lines of said railroad upon its Tyrone division, Bellwood division, and that part of its Cresson division from which coal is moved east via the Bellwood division. Such requirement for said lines referred to in this sub-paragraph (a) shall be requisitioned from said mines in proportion to their capacity respectively as rated by the railroad company, crediting any mine with the amount, if any, furnished from it under contract, and adding to the proportional amounts to be requisitioned hereunder the aggregate of such credits.

(b) All coal requisitioned under this paragraph (2) shall be paid for at the going government price, subject however to any revision which may be made retroactively effective, but no jobbers' commissions are to be added to said price.

It is further ordered that a copy of this order shall be served upon the Pennsylvania Railroad Company and its operated companies named in said order of October 9, 1917, and upon each of the producers of bituminous coal located on the railroads of said companies.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 19, 1917, Effective Oct. 22, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Baltimore & Ohio Railroad Co. and its Operated Companies.

WASHINGTON, D. C., Oct. 19, 1917.

It appearing to the United States Fuel Administrator that under the present method of procuring for the use of the companies hereinafter named railroad coal not now under contract, and which under present conditions cannot now be contracted for, by the Baltimore & Ohio Railroad Company for the use of itself and its operated companies,—being the lines of railroad included in the Baltimore & Ohio Railroad System Operations and the lines of railroad of the Staten Island Railway Company and the Staten Island Rapid Transit Company, the Baltimore & Ohio Chicago Terminal Railroad Company and the Valley Railroad Company of Virginia (Hereinafter referred to collectively as "The Baltimore and Ohio Railroad Company and its aforesaid operated companies"), there results loss of car efficiency, discrimination in car supply as between mines, disturbance of the mine labor factor, interference with commercial coal distribution, and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said The Baltimore & Ohio Railroad Company and its aforesaid

operated companies is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the Act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after October 22nd, 1917, and until further order of the Fuel Administrator, but not exceeding the duration of the war, in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous operating mines (including mines hereafter opened or beginning or renewing operations) located on the lines of and served by the Baltimore & Ohio Railroad Company and its aforesaid operated companies shall produce, sell, ship and distribute bituminous coal to said The Baltimore & Ohio Railroad Company and its aforesaid operated companies for their use as railroad coal, upon the following plan:

(1) The percentage proportion which the aggregate requirement of said The Baltimore & Ohio Railroad Company and its aforesaid operated companies bears to the capacity of all such mines, as rated by the railroad, shall be ascertained, and each mine which is furnishing such or a greater percentage under contract shall, during the life of the contract, continue so to produce and sell such coal at the contract price, and shall ship and distribute such coal regularly each week when the mine operates and ships, and so far as practicable in equal daily quantities regardless of other obligations.

(2) The requirement not obtained from mines furnishing such or a greater percentage under the preceding paragraph (1) shall be requisitioned from the remaining mines at the going government price, subject however to any revision which may be made retroactively effective, in the percentage proportion that such remaining coal requirement of said The Baltimore & Ohio Railroad Company and its aforesaid operated companies bears to the capacity of such remaining mines, as rated by the railroad, subject, however, to the limitation that each mine under contract shall produce and sell not less than its contract obligation at the contract price, and shall ship and distribute all such coal regularly each week when the mine operates and ships, and so far as practicable in equal daily quantities, regardless of other obligations.

It is further ordered, that said The Baltimore & Ohio Railroad Company and its aforesaid operated companies shall not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be requisitioned from each producer and mine upon the authority of this order; and shall post in the office of the car distributor for each district concerned, a copy of the statement so filed with the undersigned; and shall give notice to each producer from whom coal shall be requisitioned upon the authority of this order, showing the amount of coal which during the week following shall be requisitioned from each of such producer's mines;

It is further ordered, that this order for assuring an adequate and regular supply of bituminous coal for The Baltimore & Ohio Railroad Company and its aforesaid operated companies is hereby given priority, subject however to diversion and other regulation by the Fuel Administrator either generally or in any special case, over all and any contracts of any producer operating mines located on the lines aforesaid;

It is further ordered, that Clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21st upon contracts made before that date, is hereby modified to the extent indicated in this order;

And it is further ordered, that a copy hereof shall be served upon the Baltimore & Ohio Railroad Company and its aforesaid operated companies and upon each of the

producers of bituminous coal located thereon, and named in the statement appended hereto and marked Exhibit 1.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 31, 1917, Effective Nov. 5, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Norfolk & Western Railway Co., and its Operated Companies.

WASHINGTON, D. C., October 31, 1917.

It appearing to the United States Fuel Administrator that under the present method of procuring for the use of the companies hereinafter named railroad coal not now under contract, and which under present conditions can not now be contracted for, by the Norfolk & Western Railway Company for the use of itself and its operated companies,—being the Williamson & Pond Creek Railroad Company and the Tug River & Kentucky Railroad Company (Hereinafter referred to collectively as “The Norfolk & Western Railway Company and its aforesaid operated companies”), there results loss of car efficiency discrimination in car supply as between mines, disturbance of the mine labor factor, interference with commercial coal distribution, and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said The Norfolk & Western Railway Company and its aforesaid operated companies is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the Act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after November 5th, 1917, and until further order of the Fuel Administrator, but not exceeding the duration of the war, in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal operating mines (including mines hereafter opened or beginning or renewing operations) located on the lines of and served by the Norfolk & Western Railway Company and its aforesaid operated companies shall produce, sell, ship and distribute bituminous coal to said The Norfolk & Western Railway Company and its aforesaid operated companies for their use as railroad coal, upon the following plan:

(1) The percentage proportion which the aggregate requirement of said The Norfolk & Western Railway Company and its aforesaid operated companies bears to the capacity of such mines, as rated by the railroad, shall be ascertained, and each mine which is furnishing such or a greater percentage under contract shall, during the life of the contract, continue so to produce and sell such coal at the contract price, and shall ship and distribute such coal regularly each week when the mine operates and ships, and so far as practicable in equal daily quantities, regardless of other obligations.

(2) The requirement not obtained from mines furnishing such or a greater percentage under the preceding paragraph (1), shall be requisitioned from the remaining mines at the going Government price, subject however to any revision which may be made retroactively effective, in the percentage proportion that such remaining coal requirement of said The Norfolk & Western Railway Company and its aforesaid operated companies bears to the capacity of such remaining mines, as rated by the railroad, subject, however, to the limitation that each mine under contract shall produce and sell not less than its contract obligation at the contract price, and shall

ship and distribute all such coal regularly each week when the mine operates and ships, and so far as practicable in equal daily quantities, regardless of other obligations.

It is further ordered, That said The Norfolk & Western Railway Company and its aforesaid operated companies shall not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be requisitioned from each producer and mine upon the authority of this order; and shall post in the office of the car distributor for each district concerned a copy of the statement so filed with the undersigned; and shall give notice to each producer from whom coal shall be requisitioned upon the authority of this order, showing the amount of coal which during the week following shall be requisitioned from each of such producer's mines:

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for The Norfolk & Western Railway Company and its aforesaid operated companies is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator either generally or in any special case, over all and any contracts of any producer operating mines located on the lines aforesaid:

It is further ordered that Clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21st upon contracts made before that date, is hereby modified to the extent indicated in this order.

And it is further ordered, That a copy hereof shall be served upon The Norfolk & Western Railway Company and its aforesaid operated companies and upon each of the producers of bituminous coal located thereon, and named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to N. & W. R. R. order of October 31, 1917."

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 16, 1917, Effective Nov. 19, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Chesapeake & Ohio Railway Co. and its Operated Companies.

WASHINGTON, D. C., November 16th, 1917.

It appearing to the United States Fuel Administrator that under the present method of procuring for the use of the companies hereinafter named railroad coal not now under contract, and which under present conditions cannot now be contracted for, by the Chesapeake & Ohio Railway Company for the use of itself and its operated companies,—being The Chesapeake & Ohio Railway Company of Indiana and The Chesapeake & Ohio Northern Railway Company (hereinafter referred to collectively as the "Chesapeake & Ohio Railway Company and its aforesaid operated companies"), there results loss of car efficiency, discrimination in car supply as between mines, disturbance of the mine labor factor, interference with commercial coal distribution, and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Chesapeake & Ohio Railway and its aforesaid operated companies is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the Act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after November 19, 1917, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal operating mines (including mines hereafter opened or beginning or renewing operations) located on the lines of and served by the Chesapeake & Ohio Railway Company and its aforesaid operated companies shall produce, sell, ship and distribute bituminous coal to said Chesapeake & Ohio Railway Company and its aforesaid operated companies for their use as railroad coal, upon the following plan:

(1) The percentage proportion which the aggregate requirement of said Chesapeake & Ohio Railway Company and its aforesaid operated companies bears to the capacity of all such mines, as rated by the railroad, shall be ascertained, and each mine which is furnishing such or a greater percentage under contract shall, during the life of the contract, continue so to produce and sell such coal at the contract price, and shall ship and distribute such coal regularly each week when the mine operates and ships, and so far as practicable in equal daily quantities, regardless of other obligations.

(2) The requirement not obtained from mines furnishing such or a greater percentage under the preceding paragraph (1), shall be requisitioned from the remaining mines at the going Government price, subject however to any revision which may be made retroactively effective, in the percentage proportion that such remaining coal requirement of said Chesapeake & Ohio Railway Company and its aforesaid operated companies bears to the capacity of such remaining mines, as rated by the railroad, subject, however, to the limitation that each mine under contract shall produce and sell not less than its contract obligation at the contract price, and shall ship and distribute all such coal regularly each week when the mine operates and ships, and so far as practicable in equal daily quantities, regardless of other obligations,

It is further ordered, That said Chesapeake & Ohio Railway Company and its aforesaid operated companies shall not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be requisitioned from each producer and mine upon the authority of this order; and shall post in the office of the car distributor for each district concerned a copy of the statement so filed with the undersigned; and shall give notice to each producer from whom coal shall be requisitioned upon the authority of this order, showing the amount of coal which during the week following shall be requisitioned from each of such producer's mines:

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Chesapeake & Ohio Railway Company and its aforesaid operated companies is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator either generally or in any special case, over all and any contracts of any producer operating mines located on the lines aforesaid:

It is further ordered that Clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No 5), relative to the effect of the President's Proclamation of August 21st upon contracts made before that date, is hereby modified to the extent indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Chesapeake & Ohio Railway Company and its aforesaid operated companies and upon each of the producers of bituminous coal located thereon, and named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Chesapeake & Ohio Railway Company order of November 16, 1917."

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 16, 1917, Effective Nov. 19, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Lehigh Valley Railroad Co.

WASHINGTON, D. C., November 16, 1917.

It appearing to the United States Fuel Administrator that under the present method of procuring coal now under contract for the use of the Lehigh Valley Railroad Company, there results a delay in the shipment and supply of such coal, interference with commercial coal distribution, and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Lehigh Valley Railroad Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after November 19, 1917, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said Lehigh Valley Railroad Company shall, strictly in accordance with such contracts, produce, sell, ship and distribute such bituminous coal to said Lehigh Valley Railroad Company for its use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, That said Lehigh Valley Railroad Company shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said Lehigh Valley Railroad Company shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said Lehigh Valley Railroad Company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Lehigh Valley Railroad Company is hereby given priority, subject, however, to diversion and other regulations by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and, subject further to the condition that said Lehigh Valley Railroad Company shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship, and distribute such bituminous coal for the use of said Lehigh Valley Railroad Company all the cars required by said mine or mines for the transportation of said coal.

(1) Where the entire output of a mine or mines is under contract to said Lehigh Valley Railroad Company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said Lehigh Valley Railroad Company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said Lehigh Valley Railroad Company such mine or mines shall, in accordance herewith, continue

to furnish such partial output to said Lehigh Valley Railroad Company, but secondary to any output of such mine or mines which may be furnished under contract and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said Lehigh Valley Railroad Company are situated, in so far as such order authorizes the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent: the total amount of coal to be requisitioned under such order shall, after said November 19, 1917, be apportioned in the same manner as if all contracts for the supply of railroad coal to said Lehigh Valley Railroad Company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Lehigh Valley Railroad Company, upon each of the producers of bituminous coal under contract to furnish railroad coal to said Lehigh Valley Railroad Company, and upon each of the railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal to said Lehigh Valley Railroad Company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Lehigh Valley Railroad Company order of November 16, 1917."

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 23, 1917, Effective Nov. 26, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Maine Central Railroad Co. and its Operated Company.

WASHINGTON, D. C., November 23, 1917.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Maine Central Railroad Company and its operated Company, being The Portland Terminal Company (hereinafter referred to collectively as The Maine Central Railroad Company and its aforesaid operated company) there results a delay in the shipment and supply of such coal, interference with commercial coal distribution and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said The Maine Central Railroad Company and its aforesaid operated company is necessary for the national security and defense for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the Act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after November 26, 1917, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, selling agents and producers of bituminous coal now under contract to furnish railroad

coal to said The Maine Central Railroad Company and its aforesaid operated company shall, strictly in accordance with such contracts, produce, sell, ship and distribute such bituminous coal to said The Maine Central Railroad Company and its aforesaid operated company for their use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such selling agent or producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered that said The Maine Central Railroad Company and its aforesaid operated company shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each selling agent, producer and mine upon the authority of this order, and shall give notice to each selling agent and producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such selling agent's or producer's mines; and that said The Maine Central Railroad Company and its aforesaid operated company shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any selling agents or producers of bituminous coal under contract to furnish railroad coal to said The Maine Central Railroad Company and its aforesaid operated company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described selling agent or producer and mine.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for The Maine Central Railroad Company and its aforesaid operated company, is hereby given priority; subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules:

(1) Where the entire output of a mine or mines is under contract to said The Maine Central Railroad Company and its aforesaid operated company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said The Maine Central Railroad Company and its aforesaid operated company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said The Maine Central Railroad Company and its aforesaid operated company such mine or mines shall, in accordance herewith, continue to furnish such partial output to the said The Maine Central Railroad Company and its aforesaid operated company, but secondary to any output of such mine or mines which may be furnished under contract, and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a selling agent or producer of bituminous coal now under contract to furnish railroad coal to said The Maine Central Railroad Company and its aforesaid operated company are situated, in so far as such order authorizes the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent: The total amount of coal to be requisitioned under such order shall after said November 26, 1917, be apportioned in the same manner as if all contracts for the supply of railroad coal to said The Maine Central Railroad Company and its aforesaid operated company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that shipments to Tidewater ports shall be loaded in cars, railroad or individual, out of the mines' regular daily allotment, and consigned to the Tidewater Coal Exchange on account of said The Maine Central Railroad Company and its aforesaid operated company.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent indicated in this order.

And it is further ordered that a copy hereof shall be served upon The Maine Central Railroad Company and its aforesaid operated company, upon each of the selling agents and producers of bituminous coal under contract to furnish railroad coal to said The Maine Central Railroad Company and its aforesaid operated company, and upon each of the railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal to said The Maine Central Railroad Company and its aforesaid operated company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to the Maine Central Railroad Company order of November 23, 1917."

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 23, 1917, Effective Nov. 26, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the New York, New Haven and Hartford Railroad Company and its Operated Company.

WASHINGTON, D. C., November 23, 1917.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of The New York, New Haven and Hartford Railroad Company and its operated company, being The Central New England Railway Company (hereinafter referred to collectively as The New York, New Haven and Hartford Railroad Company and its aforesaid operated company) there results a delay in the shipment and supply of such coal, interference with commercial coal distribution and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said The New York, New Haven and Hartford Railroad Company and its aforesaid operated company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after November 26, 1917, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, selling agents and producers of bituminous coal now under contract to furnish railroad coal to said The New York, New Haven & Hartford Railroad Company and its aforesaid operated company shall, strictly in accordance with such contracts, produce, sell, ship, and distribute such bituminous coal to said The New York, New Haven and Hartford Railroad Company and its aforesaid operated company for their use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such selling agent or producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, that said The New York, New Haven & Hartford Railroad Company and its aforesaid operated company shall, not later than Saturday of each

week, file with the undersigned a statement showing the tonnage of coal which during the following week shall be shipped by each selling agent, producer and mine upon the authority of this order, and shall give notice to each selling agent and producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such selling agent's or producer's mines; and that said The New York, New Haven and Hartford Railroad Company and its aforesaid operated company shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any selling agents or producers of bituminous coal under contract to furnish railroad coal to said The New York, New Haven and Hartford Railroad Company and its aforesaid operated company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described selling agent, producer or mine.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for The New York, New Haven and Hartford Railroad Company and its aforesaid operated company, is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such selling agents and producers, according to the following rules:

(1) Where the entire output of a mine or mines is under contract to said The New York, New Haven & Hartford Railroad Company and its aforesaid operated company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said The New York, New Haven & Hartford Railroad Company and its aforesaid operated company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said New York, New Haven & Hartford Railroad Company and its aforesaid operated company such mine or mines shall, in accordance herewith, continue to furnish such partial output to the said The New York, New Haven & Hartford Railroad Company and its aforesaid operated company, but secondary to any output of such mine or mines which may be furnished under contract, and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a selling agent or producer of bituminous coal now under contract to furnish railroad coal to said The New York, New Haven & Hartford Railroad Company and its aforesaid operated company are situated, in so far as such order authorized the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent: the total amount of coal to be requisitioned under such order shall, after said November 26, 1917, be apportioned in the same manner as if all contracts for the supply of railroad coal to said The New York, New Haven & Hartford Railroad Company and its aforesaid operated company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that said The New York, New Haven, and Hartford Railroad Company and its aforesaid operated company shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship via all-rail routes, and distribute such bituminous coal for the use of said The New York, New Haven & Hartford Railroad Company and its aforesaid operated company, all the cars required by said mine or mines for the transportation of said coal; also, that shipments to Tidewater ports shall be loaded in cars, railroad or individual, out of the mines regular daily allotment, and

consigned to the Tidewater Coal Exchange on account of said The New York, New Haven & Hartford Railroad Company and its aforesaid operated company.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent indicated in this order.

And it is further ordered that a copy hereof shall be served upon The New York, New Haven & Hartford Railroad Company and its aforesaid operated company, upon each of the selling agents and producers of bituminous coal under contract to furnish railroad coal to said The New York, New Haven & Hartford Railroad Company and its aforesaid operated company, and upon each of the railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal to said The New York, New Haven & Hartford Railroad Company and its aforesaid operated company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to The New York, New Haven and Hartford Railroad Company order of November 23, 1917."

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 30, 1917, Effective Dec. 3, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Southern Railway Co. and its operated Companies.

WASHINGTON, D. C., November 30, 1917.

It appearing to the United States Fuel Administrator that under the present method of procuring for the use of the companies hereinafter named railroad coal not now under contract, and which under present conditions can not now be contracted for, by the Southern Railway Company for the use of itself and its operated companies,—being The Cincinnati, New Orleans and Texas Pacific Railway Company, The Alabama Great Southern Railroad Company, the New Orleans and Northeastern Railroad Company, the Harriman and Northeastern Railroad Company, and the Northern Alabama Railway Company (Hereinafter referred to collectively as "The Southern Railway Company and its aforesaid operated companies"), there results loss of car efficiency, discrimination in car supply as between mines, disturbance of the mine labor factor, interference with commercial coal distribution, and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Southern Railway Company and its aforesaid operated companies is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the Act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after December 3rd, 1917, and until further order of the Fuel Administrator but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him,

First: Producers of bituminous coal now under contract to furnish railroad coal to said Southern Railway Company and its aforesaid operated companies, from mines not located on the lines of said Southern Railway Company and its aforesaid operated companies shall, strictly in accordance with such contracts, produce, sell, ship and distribute such bituminous coal to said Southern Railway Company and its aforesaid operated companies for their use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities:

This order for assuring an adequate and regular supply of bituminous coal for the Southern Railway Company and its aforesaid operated companies, so far as it applies to mines not located on the lines of said carrier, is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and, subject further to the condition that said Southern Railway Company and its aforesaid operated companies shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship and distribute such bituminous coal for the use of said Southern Railway Company and its aforesaid operated companies, all the cars required by said mine or mines for the transportation of said coal:

(1) Where the entire output of a mine or mines is under contract to said Southern Railway Company and its aforesaid operated companies such mine or mines shall, in accordance herewith, continue to furnish such entire output to said Southern Railway Company and its aforesaid operated companies, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served;

(2) Where the partial output of a mine or mines is under contract to said Southern Railway Company and its aforesaid operated companies such mine or mines shall, in accordance herewith, continue to furnish such partial output to said Southern Railway Company and its aforesaid operated companies, but secondary to any output of such mine or mines which may be furnished under contract, and in priority to any output of such mine or mines which might otherwise be requisitioned upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served;

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said Southern Railway Company and its aforesaid operated companies are situated, in so far as such order authorizes the requisition of such coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent: the total amount of coal to be requisitioned under such order shall after December 3rd, 1917, be apportioned in the same manner as if all contracts for the supply of railroad coal to said Southern Railway Company and its aforesaid operated companies from mines upon the line of the railroad in favor of which such order was issued were contracts for supply of railroad coal to the railroad referred to in such order.

Second: Producers of bituminous coal operating mines (including mines hereafter opened or beginning or renewing operations) located on the lines of and served by the Southern Railway Company and its aforesaid operated companies shall produce, sell, ship and distribute bituminous coal to said Southern Railway Company and its aforesaid operated companies for their use as railroad coal in excess of coal received on this order from mines not located on the lines of said Southern Railway Company and its aforesaid operated companies upon the following plan:

(1) The percentage proportion which such aggregate requirement of said Southern Railway Company and its aforesaid operated companies bears to the capacity of all such mines, as rated by the railroad, shall be ascertained, by districts, and each mine which is under contract to said Southern Railway Company or any of its aforesaid operated companies to furnish such or a greater percentage, shall, during the life of the contract, continue so to produce and sell such coal at the contract price, and shall ship and distribute such coal regularly each week when the mine operates and ships, and so far as practicable in equal daily quantities regardless of other obligations;

(2) The requirement not obtained from mines furnishing such or a greater percentage under the preceding paragraph (1), shall be requisitioned by districts from the

remaining mines in each district at the going government price, subject however to any revision which may be made retroactively effective, in the percentage proportion that such remaining coal requirement of each district of said Southern Railway Company and its aforesaid operated companies bears to the capacity of such remaining mines of such district as rated by the railroad, and as shown in a statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Southern Railway order of Nov. 30, 1917," subject, however, to the limitation that each mine under contract to said Southern Railway Company and any of its aforesaid operated companies, shall produce and sell not less than its contract obligation at the contract price, and shall ship and distribute all such coal regularly each week when the mine operates and ships, and so far as practicable in equal daily quantities, regardless of other obligations.

(3) This order for assuring an adequate and regular supply of bituminous coal for the Southern Railway Company and its aforesaid operated companies from mines located on the lines of said Southern Railway Company and its aforesaid operated companies is hereby given priority, subject however to diversion and other regulation by the Fuel Administrator either generally or in any special case, over all and any contracts of any producer operating mines located on the lines aforesaid;

Third: Clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21st upon contracts made before that date, is hereby modified to the extent indicated in this order.

It is further ordered, that said Southern Railway Company and its aforesaid operated companies shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each such producer's mines; that said Southern Railway Company and its aforesaid operated companies shall, not later than Monday in each week, file with each foreign railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said Southern Railway Company and its aforesaid operated companies are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine and that said Southern Railway Company and its aforesaid operated companies shall post in the office of the car distributor for each district of said Southern Railway Company and its aforesaid operated companies a copy of the statement so filed with the undersigned.

And it is further ordered that a copy hereof shall be served upon the Southern Railway Company and its aforesaid operated companies, upon each of the producers of bituminous coal under contract to furnish railroad coal to said Southern Railway Company and its aforesaid operated companies from any mine or mines not located upon the lines of said Southern Railway Company and its aforesaid operated companies, and upon each of the producers of bituminous coal operating, or handling the output of mines located upon the lines of said Southern Railway Company and its aforesaid operated companies, and upon each of the foreign railroad companies upon which are located and by which are served any mines under contract to furnish railroad coal to said Southern Railway Company and its aforesaid operated companies, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 2 to Southern Railway Company order of November 30, 1917."

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 3, 1918, Effective Jan. 7, 1918, Modifying and Amending the Order of Nov. 30, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for the Use of the Southern Railway Co. and its Operated Companies.

WASHINGTON, D. C., January 3, 1918.

It appearing to the United States Fuel Administrator that certain mines hereinafter specified are producing coal all of which is needed for domestic uses and with respect to which the operation of said order is causing hardship to domestic users relying upon the supply of said mines;

And it further appearing that certain other mines, hereinafter mentioned, are producing coal, in two cases known as slack coal unfit for locomotive use and two others producing coal for blast furnace purposes of the companies owning mines;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after January 7, 1918, and until further order of the Fuel Administrator, the following named producers of bituminous coal shall be exempt from any requisition of the coal produced from the mines mentioned following the names of such producers, under or by reason of the requisition provisions of said order dated November 30, 1917, which provisions begin with the paragraph in said order marked Second, viz:

Mines supplying coal for domestic use only.

Operating company.	District.	Name of mine.
District No. 1:		
Blue Gem Coal Company	Jellico, Tenn.	Blue Gem.
Stine Coal Company	Jellico, Tenn.	Stine.
Rogers Coal Company	Elk Valley, Tenn.	Rogers.
LaFollette Coal & Iron Co.	LaFollette, Tenn.	Rex.
District No. 4:		
Montevallo Shelby Coal Co.	Cahaba	Straven.
Climax Coal Company	Cahaba	Maylene.
Montevallo Mining Company	Cahaba	Aldrich.
Montevallo Domestic C Co.	Cahaba	Dogwood.
Cahaba Southern C Min Co.	Cahaba	Hargrave.
Monro Warrior Coal & Coke Co.	Northern Alabama.	Lynn.
Mines producing only slack coal:		
Sloss Sheffield Steel & Iron Co.	Birmingham	Flat Top.
Sloss Sheffield Steel & Iron Co.	Birmingham	Bessie.
Mines producing coal only for use in owning companies' furnaces:		
Republic Iron & Steel Co.	Birmingham	Slope.
Tennessee Coal, Iron & RR Co.	Birmingham	East Blossburg.

It is further ordered that said Southern Railway Company notify each of the producers of mines above named of this order by sending to each a copy hereof.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 21, 1917, Effective Dec. 31, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Atlantic Coast Line Railroad Company.

WASHINGTON, D. C., December 21, 1917.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Atlantic Coast Line Railroad Company, there results a delay in the shipment and supply of such coal, interference with commercial coal distribution, and interference with priority orders covering the

distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Atlantic Coast Line Railroad Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after December 31, 1917, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said Atlantic Coast Line Railroad Company shall, strictly in accordance with such contracts, produce, sell, ship and distribute such bituminous coal to said Atlantic Coast Line Railroad Company for its use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, That said Atlantic Coast Line Railroad Company shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said Atlantic Coast Line Railroad Company shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said Atlantic Coast Line Railroad Company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Atlantic Coast Line Railroad Company is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and, subject further to the condition that said Atlantic Coast Line Railroad Company shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship, and distribute such bituminous coal for the use of said Atlantic Coast Line Railroad Company all the cars required by said mine or mines for the transportation of said coal:

(1) Where the entire output of a mine or mines is under contract to said Atlantic Coast Line Railroad Company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said Atlantic Coast Line Railroad Company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output, for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said Atlantic Coast Line Railroad Company such mine or mines shall, in accordance herewith, continue to furnish such partial output to said Atlantic Coast Line Railroad Company, but secondary to any output of such mine or mines which may be furnished under contract and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said Atlantic Coast Line Railroad Company are situated, in so far as such order authorized the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent: the total amount of coal to be requisitioned under such order shall after said December 31, 1917 be apportioned in the same manner as if all contracts for the supply of railroad coal to said Atlantic Coast Line Railroad Company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Atlantic Coast Line Railroad Company, upon each of the producers of bituminous coal under contract to furnish railroad coal to said Atlantic Coast Line Railroad Company, and upon each of the railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal to said Atlantic Coast Line Railroad Company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Atlantic Coast Line Railroad Company order of December 21, 1917."

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 21, 1917, Effective Dec. 31, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Pere Marquette Railway Company.

WASHINGTON, D. C., December 21, 1917.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Pere Marquette Railway Company, there results a delay in the shipment and supply of such coal, interference with commercial coal distribution, and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Pere Marquette Railway Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after December 31, 1917, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said Pere Marquette Railway Company shall, strictly in accordance with such contracts produce, sell, ship and distribute such bituminous coal to said Pere Marquette Railway Company for its use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, That said Pere Marquette Railway Company shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said Pere Marquette Railway Company shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said Pere Marquette Railway Company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Pere Marquette Railway Company is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and, subject further to the condition that said Pere Marquette Railway Company shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship, and distribute such bituminous coal for the use of said Pere Marquette Railway Company all the cars required by said mine or mines for the transportation of said coal.

(1) Where the entire output of a mine or mines is under contract to said Pere Marquette Railway Company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said Pere Marquette Railway Company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said Pere Marquette Railway Company such mine or mines shall, in accordance herewith, continue to furnish such partial output to said Pere Marquette Railway Company, but secondary to any output of such mine or mines which may be furnished under contract and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said Pere Marquette Railway Company are situated, in so far as such order authorizes the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent: the total amount of coal to be requisitioned under such order shall after said December 31, 1917, be apportioned in the same manner as if all contracts for the supply of railroad coal to said Pere Marquette Railway Company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Pere Marquette Railway Company, upon each of the producers of bituminous coal under contract to furnish railroad coal to said Pere Marquette Railway Company, and upon each of the

railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal to said Pere Marquette Railway Company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Pere Marquette Railway Company order of December 21, 1917."

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 21, 1917, Effective Dec. 31, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal For Railroad Use of the Seaboard Air Line Railway Company.

WASHINGTON, D. C., December 21, 1917.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Seaboard Air Line Railway Company, there results a delay in the shipment and supply of such coal, interference with commercial coal distribution, and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Seaboard Air Line Railway Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after December 31, 1917, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said Seaboard Air Line Railway Company shall, strictly in accordance with such contracts, produce, sell, ship and distribute such bituminous coal to said Seaboard Air Line Railway Company for its use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, That said Seaboard Air Line Railway Company, shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said Seaboard Air Line Railway Company shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said Seaboard Air Line Railway Company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Seaboard Air Line Railway Company is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and, subject further to the condition that said Seaboard Air Line Railway Company shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines

required hereby to produce, sell, ship, and distribute such bituminous coal for the use of said Seaboard Air Line Railway Company all the cars required by said mine or mines for the transportation of said coal:

(1) Where the entire output of a mine or mines is under contract to said Seaboard Air Line Railway Company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said Seaboard Air Line Railway Company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said Seaboard Air Line Railway Company such mine or mines shall, in accordance herewith, continue to furnish such partial output to said Seaboard Air Line Railway Company, but secondary to any output of such mine or mines which may be furnished under contract and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said Seaboard Air Line Railway Company are situated, in so far as such order authorizes the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent: the total amount of coal to be requisitioned under such order shall after said December 31, 1917, be apportioned in the same manner as if all contracts for the supply of railroad coal to said Seaboard Air Line Railway Company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Seaboard Air Line Railway Company, upon each of the producers of bituminous coal under contract to furnish railroad coal to said Seaboard Air Line Railway Company, and upon each of the railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal to said Seaboard Air Line Railway Company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Seaboard Air Line Railway Company order of December 21, 1917."

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 21, 1917, Effective December 31, 1917, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad use of the Alabama & Vicksburg Railway Co. and the Vicksburg, Shreveport & Pacific Railway Co.

WASHINGTON, D. C., December 21, 1917.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Alabama & Vicksburg Railway Company and Vicksburg, Shreveport & Pacific Railway Company, there results a delay in the shipment and supply of such coal interference with commercial coal distribution and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Alabama & Vicksburg Railway Company and said Vicksburg,

Shreveport & Pacific Railway Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after December 31, 1917, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company shall, strictly in accordance with such contracts, produce, sell, ship and distribute such bituminous coal to said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company for their use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, That said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Alabama & Vicksburg Railway Company and the Vicksburg, Shreveport & Pacific Railway Company is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and, subject further to the condition that said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship, and distribute such bituminous coal for the use of said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company all the cars required by said mine or mines for the transportation of said coal:

(1) Where the entire output of a mine or mines is under contract to said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company, such mine or mines shall, in accordance herewith, continue to furnish such partial output to said Alabama & Vicksburg Railway Company, and said Vicksburg, Shreveport & Pacific Railway Company but secondary to any output of such mine or mines which may be furnished under contract and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company are situated, in so far as such order authorizes the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent: the total amount of coal to be requisitioned under such order shall after said December 31, 1917, be apportioned in the same manner as if all contracts for the supply of railroad coal to said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917, (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Alabama & Vicksburg Railway Company and the Vicksburg, Shreveport & Pacific Railway Company, upon each of the producers of bituminous coal under contract to furnish railroad coal to said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company, and upon each of the railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal to said Alabama & Vicksburg Railway Company and said Vicksburg, Shreveport & Pacific Railway Company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Alabama & Vicksburg Railway Company and Vicksburg, Shreveport & Pacific Railway Company order of December 21, 1917".

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 12, 1918, Effective Jan. 21, 1918, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Norfolk Southern Railroad Co.

WASHINGTON, D. C., January 12, 1918.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Norfolk Southern Railroad Company, there results a delay in the shipment and supply of such coal, interference with commercial coal distribution, and interference with priority orders, covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Norfolk Southern Railroad Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said

Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after January 21, 1918, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said Norfolk Southern Railroad Company shall, strictly in accordance with such contracts, produce, sell, ship and distribute such bituminous coal to said Norfolk Southern Railroad Company for its use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, That said Norfolk Southern Railroad Company shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order and shall, give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said Norfolk Southern Railroad Company shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said Norfolk Southern Railroad Company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered, that this order for assuring an adequate and regular supply of bituminous coal for the Norfolk Southern Railroad Company is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules,

(1) Where the entire output of a mine or mines is under contract to said Norfolk Southern Railroad Company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said Norfolk Southern Railroad Company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said Norfolk Southern Railroad Company such mine or mines shall, in accordance herewith continue to furnish such partial output to said Norfolk Southern Railroad Company, but secondary to any output of such mine or mines which may be furnished under contract and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said Norfolk Southern Railroad Company are situated, in so far as such order authorized the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent. The total amount of coal to be requisitioned under such order shall after said January 21, 1918, be apportioned in the same manner as if all contracts for the supply of railroad coal to said Norfolk Southern Railroad Company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's procla-

mation of August 21, upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Norfolk Southern Railroad Company, upon each of the producers of bituminous coal under contract to furnish railroad coal to said Norfolk Southern Railroad Company, and upon each of the railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal to said Norfolk Southern Railroad Company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Norfolk Southern Railroad Company order of January 12, 1918."

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 12, 1918, Effective Jan. 28, 1918, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Augusta Southern Railroad Company and the Georgia and Florida Railway Company.

WASHINGTON, D. C., January 12th, 1918.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Augusta Southern Railroad Company and Georgia and Florida Railway Company, W. R. Sullivan, Harry R. Warfield and Langborne M. Williams, Receivers, there results a delay in the shipment and supply of such coal, interference with commercial coal distribution and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Augusta Southern Railroad Company and said Georgia and Florida Railway Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after January 28, 1918, and until further orders of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said Augusta Southern Railroad Company and said Georgia and Florida Railway Company shall, strictly in accordance with such contracts (except when by reason of congestion at tidewater transshipment points or at points on the lines of carriers between shipment and destination points, the Commission on Car Service, operating under jurisdiction of the Director General of Railroads may otherwise direct), produce, sell, ship and distribute such bituminous coal to said Augusta Southern Railroad Company and said Georgia and Florida Railway Company for their use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, that said Augusta Southern Railroad Company and said Georgia and Florida Railway Company shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said Augusta Southern Railroad Company and said Georgia and Florida Railway Company shall,

not later than Monday in each week, file with each railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said Augusta Southern Railroad Company and said Georgia and Florida Railway Company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered, that this order for assuring an adequate and regular supply of bituminous coal for the Augusta Southern Railroad Company and the Georgia and Florida Railway Company is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers according to the following rules, and subject further to the condition that said Augusta Southern Railroad Company and said Georgia and Florida Railway Company, shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship, and distribute such bituminous coal for the use of said Augusta Southern Railroad Company and said Georgia and Florida Railway Company all the cars required by said mine or mines for the transportation of said coal:

(1) Where the entire output of a mine or mines is under contract to said Augusta Southern Railroad Company and said Georgia and Florida Railway Company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said Augusta Southern Railroad Company and said Georgia and Florida Railway Company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said Augusta Southern Railroad Company and said Georgia and Florida Railway Company, such mine or mines shall, in accordance herewith, continue to furnish such partial output to said Augusta Southern Railroad Company and said Georgia and Florida Railway Company but secondary to any output of such mine or mines which may be furnished under contract, and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said Augusta Southern Railroad Company and said Georgia and Florida Railway Company are situated, in so far as such order authorizes the requisition of coal from such mine or mines for the use of the railroads upon which the same are situated, is hereby modified to the following extent: the total amount of coal to be requisitioned under such order shall, after January 28, 1918, be apportioned in the same manner as if all contracts for the supply of railroad coal to said Augusta Southern Railroad Company and said Georgia and Florida Railway Company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Augusta Southern Railroad Company and the Georgia and Florida Railway Company, upon each of the three Receivers hereinbefore named, upon each of the producers of bituminous coal under contract to furnish railroad coal to said Augusta Southern Railroad Company and said Georgia and Florida Railway Company, and upon each of the railroad

companies upon which are located and by which are served the mines under contract to furnish railroad coal to said Augusta Southern Railroad Company and said Georgia and Florida Railway Company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Augusta Southern Railroad Company and Georgia and Florida Railway Company order of January 12, 1918."

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 12, 1918, Effective Jan. 28, 1918, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Georgia Southern & Florida Railway Co., Hawkinsville & Florida Southern Railway Co., St. Johns River Terminal Railway Co., and the Macon & Birmingham Railway Co.

WASHINGTON, D. C., January 12, 1918.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Georgia Southern and Florida Railway Company, Hawkinsville and Florida Southern Railway Company, St. Johns River Terminal Railway Company and Macon and Birmingham Railway Company, J. B. Munson, Receiver (hereinafter referred to collectively as the Georgia Southern and Florida Railway Company and its aforesaid affiliated companies), there results a delay in the shipment and supply of such coal, interference with commercial coal distribution and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after January 28, 1918, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies shall, strictly in accordance with such contracts (except when by reason of congestion at tidewater transshipment points or at points on the lines of carriers between shipment and destination points, the Commission on Car Service, operating under jurisdiction of the Director General of Railroads may otherwise direct), produce, sell, ship and distribute such bituminous coal to said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies for their use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of said producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, that said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies shall, not later than Monday in each week, file with each railroad upon

which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Georgia Southern and Florida Railway Company and its affiliated companies is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and subject further to the condition that said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship, and distribute such bituminous coal for the use of said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies all the cars required by said mine or mines for the transportation of said coal:

(1) Where the entire output of a mine or mines is under contract to said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies such mine or mines shall, in accordance herewith, continue to furnish such entire output to said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies, such mine or mines shall, in accordance herewith, continue to furnish said partial output to said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies but secondary to any output of such mine or mines which may be furnished under contract, and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies are situated, in so far as such order authorizes the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent: the total amount of coal to be requisitioned under such order shall after January 28, 1918, be apportioned in the same manner as if all contracts for the supply of railroad coal to said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Georgia Southern and Florida Railway Company and its aforesaid affiliated companies, upon J. B. Munson, Receiver, upon each of the producers of bituminous coal under contract to furnish railroad coal to said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies, and upon each of the railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal

to said Georgia Southern and Florida Railway Company and its aforesaid affiliated companies, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Georgia Southern and Florida Railway Company order of January 12, 1918."

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 15, 1918, Effective Jan. 21, 1918, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Louisville and Nashville Railroad Company.

WASHINGTON, D. C., Jan. 15th, 1918.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Louisville & Nashville Railroad Company there results a delay in the shipment and supply of such coal, interference with commercial coal distribution, and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Louisville & Nashville Railroad Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress herein referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after January 21, 1918, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said Louisville & Nashville Railroad Company, shall, strictly in accordance with such contracts, produce, sell, ship and distribute such bituminous coal to said Louisville & Nashville Railroad Company for its use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, that said Louisville & Nashville Railroad Company shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall post in the office of the Car Distributor for each district concerned, a copy of the statement so filed with the undersigned; and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Louisville & Nashville Railroad Company is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any contracts of any producer, operating mines located on the lines of the Louisville & Nashville Railroad Company, and under contract to furnish railroad coal to said Railroad Company.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Louisville & Nashville Railroad Company and upon each of the producers of bituminous coal

under contract to furnish railroad coal to said Louisville & Nashville Railroad Company as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Louisville & Nashville Railroad Company order of January 15, 1918."

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 15, 1918, Effective Jan. 28, 1918, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of The Delaware & Hudson Company.

WASHINGTON, D. C., January 15, 1918.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of The Delaware & Hudson Company, there results a delay in the shipment and supply of such coal, interference with commercial coal distribution, and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said The Delaware & Hudson Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after January 28, 1918, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said The Delaware & Hudson Company, shall, strictly in accordance with such contracts produce, sell, ship and distribute such bituminous coal to said The Delaware & Hudson Company for its use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, that said The Delaware & Hudson Company shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said The Delaware & Hudson Company shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said The Delaware & Hudson Company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered, that this order for assuring an adequate and regular supply of bituminous coal for The Delaware & Hudson Company is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and, subject further to the condition that said The Delaware & Hudson Company shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship, and distribute such bituminous coal for the use of said The Delaware & Hudson Company all the cars required by said mine or mines for the transportation of said coal:

(1) Where the entire output of a mine or mines is under contract to said The Delaware & Hudson Company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said The Delaware & Hudson Company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said The Delaware & Hudson Company such mine or mines shall, in accordance herewith, continue to furnish such partial output to said The Delaware & Hudson Company, but secondary to any output of such mine or mines which may be furnished under contract and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said The Delaware & Hudson Company are situated, in so far as such order authorized the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent: the total amount of coal to be requisitioned under such order shall after said January 28, 1918, be apportioned in the same manner as if all contracts for the supply of railroad coal to said The Delaware & Hudson Company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon The Delaware & Hudson Company, upon each of the producers of bituminous coal under contract to furnish railroad coal to said The Delaware & Hudson Company, and upon each of the railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal to said The Delaware and Hudson Company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to The Delaware & Hudson Company order of January 15, 1918."

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 21, 1918, Effective Jan. 28, 1918, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Bangor & Aroostook Railroad Co.

WASHINGTON, D. C., January 21, 1918.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Bangor & Aroostook Railroad Company there results a delay in the shipment and supply of such coal, interference with commercial coal distribution and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Bangor & Aroostook Railroad Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after January 28, 1918, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, the Hutchinson Coal Company, a producer of bituminous coal now under contract to furnish railroad coal to said Bangor & Aroostook Railroad Company, shall, strictly in accordance with such contract, produce, sell, ship and distribute from its Erie mine such bituminous coal to said Bangor & Aroostook Railroad Company for its use as railroad coal and shall further ship and distribute such coal regularly each week when said mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered that said Bangor & Aroostook Railroad Company shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by said producer and mine upon the authority of this order, and shall give notice to said producer showing the amount of coal which during the week following shall be shipped from said producers' said mine; and that said Bangor & Aroostook Railroad Company shall, not later than Monday in each week (except in the current week of January 21, in which week the statement may be filed not later than Friday January 25) file with the Baltimore & Ohio Railroad, upon the line of which said mine is situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by said producer and mine.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Bangor & Aroostook Railroad Company is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of said producer, according to the following rules:

(1) Such mine shall, in accordance herewith, continue to furnish the partial output called for under said contract to the said Bangor & Aroostook Railroad Company, but secondary to any output of such mine which may be furnished under contract and in priority to any output of such mine which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of said Baltimore & Ohio Railroad upon which the mine is located and by which it is served.

(2) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of said Baltimore & Ohio Railroad, in so far as such order authorizes the requisition of coal from said Erie mine of the Hutchinson Coal Company for the use of the said Baltimore & Ohio Railroad is hereby modified to the following extent: The total amount of coal to be requisitioned under such order shall on and after said January 28, 1918, be apportioned in the same manner as if said contract for the supply of railroad coal to said Bangor & Aroostook Railroad Company were a contract for the supply of railroad coal to said Baltimore & Ohio Railroad.

It is further ordered that shipments to Tidewater ports shall be loaded in cars, railroad or individual, out of the mine's regular daily allotment, and consigned to the Tidewater Coal Exchange on account of said Bangor & Aroostook Railroad Company.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Bangor & Aroostook Railroad Company, upon said producer of bituminous coal under contract to furnish railroad coal to said Bangor & Aroostook Railroad Company, and upon the Baltimore & Ohio Railroad Company upon which is located and by which is served said Erie mine under contract to furnish railroad coal to said Bangor & Aroostook Railroad Company.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 19, 1918, Effective Feb. 4, 1918, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Wabash Railway Company.

WASHINGTON, D. C., January 19, 1918.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Wabash Railway Company, there results a delay in the shipment and supply of such coal, interference with commercial coal distribution, and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Wabash Railway Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after February 4, 1918, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said Wabash Railway Company shall, strictly in accordance with such contracts, produce, sell, ship, and distribute such bituminous coal to said Wabash Railway Company for its use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, that said Wabash Railway Company shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said Wabash Railway Company shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said Wabash Railway Company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Wabash Railway Company is hereby given priority subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and subject further to the condition that said Wabash Railway Company shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship, and distribute such bituminous coal for the use of said Wabash Railway Company all the cars required by said mine or mines for the transportation of said coal:

(1) Where the entire output of a mine or mines is under contract to said Wabash Railway Company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said Wabash Railway Company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said Wabash Railway Company such mine or mines shall, in accordance herewith, continue to

furnish such partial output to said Wabash Railway Company, but secondary to any output of such mine or mines which may be furnished under contract, and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any orders heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said Wabash Railway Company are situated, in so far as such order authorized the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extend: The total amount of coal to be requisitioned under such order shall on and after said February 4, 1918, be apportioned in the same manner as if all contracts for the supply of railroad coal to said Wabash Railway Company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Wabash Railway Company, upon each of the producers of butiminous coal under contract to furnish railroad coal to said Wabash Railway Company, and upon each of the railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal to said Wabash Railway Company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to Wabash Railway Company order of January 19, 1918."

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 11, 1918, Effective Feb. 11, 1918, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the Erie Railroad Co. and its Operated Companies.

WASHINGTON, D. C., February 11, 1918.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Erie Railroad Company, Chicago and Erie Railroad Company, New York, Susquehanna and Western Railroad Company, and New Jersey and New York Railroad Company (hereinafter referred to collectively as the Erie Railroad Company and its aforesaid operated companies), there results a delay in the shipment and supply of such coal, interference with commercial coal distribution and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Erie Railroad Company and its aforesaid operated companies is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that upon and after February 25, 1918, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said Erie Railroad

Company and its aforesaid operated companies shall, strictly in accordance with such contracts, produce, sell, ship and distribute such bituminous coal to said Erie Railroad Company and its aforesaid operated companies for their use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, that said Erie Railroad Company and its aforesaid operated companies shall, not later than Saturday of each week, file with the undersigned a statement showing the tonnage of coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said Erie Railroad Company and its aforesaid operated companies shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said Erie Railroad Company and its aforesaid operated companies are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered that this order for assuring an adequate and regular supply of bituminous coal for the Erie Railroad Company and its operated companies is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and subject further to the condition that said Erie Railroad Company and its aforesaid operated companies shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship and distribute such bituminous coal for the use of said Erie Railroad Company and its aforesaid operated companies all the cars required by said mine or mines for the transportation of said coal:

(1) Where the entire output of a mine or mines is under contract to said Erie Railroad Company and its aforesaid operated companies such mine or mines shall, in accordance herewith, continue to furnish such entire output to said Erie Railroad Company and its aforesaid operated companies, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said Erie Railroad Company and its aforesaid operated companies, such mine or mines shall, in accordance herewith, continue to furnish such partial output to said Erie Railroad Company and its aforesaid operated companies but secondary to any output of such mine or mines which may be furnished under contract, and in priority to any output of such mine or mines which might otherwise be requisitioned upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish railroad coal to said Erie Railroad Company and its aforesaid operated companies are situated, in so far as such order authorizes the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent; the total amount of coal to be requisitioned under such order shall upon and after February 25, 1918, be apportioned in the same manner as if all contracts for the supply of railroad coal to said Erie Railroad Company and its aforesaid operated companies from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21 upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the Erie Railroad Company and its aforesaid operated companies, upon each of the producers of bituminous coal under contract to furnish railroad coal to said Erie Railroad Company and its aforesaid operated companies, and upon each of the railroad companies upon which are located and by which are served the mines under contract to furnish railroad coal to said Erie Railroad Company and its aforesaid operated companies, all as named in the statement filed herewith in the office of the United States Fuel Administrator and entitled "Statement of Coal Contracts entered into by the Erie Railroad Company and its operated companies, Chicago and Erie Railroad Company, New York, Susquehanna and Western Railroad company and New York, and New Jersey Railroad Company, Exhibit 1," dated February 11, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Mar. 4, 1918, Effective Mar. 11, 1918, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the New York, Ontario & Western Railway Company.

WASHINGTON, D. C., March 4th, 1918.

It appearing to the United States Fuel Administrator that under the present method of procuring coal now under contract for the use of the New York, Ontario and Western Railway Company, there results a delay in the shipment and supply of such coal, interference with commercial coal distribution, and interference with Priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said New York, Ontario & Western Railway is necessary for the National security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that on and after March 11th, 1918, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, producers of bituminous coal now under contract to furnish railroad coal to said New York, Ontario & Western Railway Company, shall, strictly in accordance with such contracts, produce, sell, ship, and distribute such bituminous coal to said New York, Ontario & Western Railway Company for its use as railroad coal, and shall further ship and distribute such coal regularly each week when the mines of such producer operates and ships, and so far as practicable, in equal daily quantities.

It is further ordered, that said New York, Ontario & Western Railway Company shall, not later than Saturday of each week, file with the undersigned a statement (Marked "Attention Transportation Department") showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said New York, Ontario and Western Railway Company shall, not later than Monday in each week, file with each railroad upon which the mine or mines

of any producers of bituminous coal under contract to furnish railroad coal to said New York, Ontario and Western Railway Company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered, that this order for assuring an adequate and regular supply of bituminous coal for the New York, Ontario and Western Railway Company is hereby given priority, subject, however, to diversion and other regulations by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and subject further to the condition that said New York, Ontario and Western Railway Company shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines required hereby to produce, sell, ship and distribute such bituminous coal for the use of said New York, Ontario and Western Railway Company all the cars required by said mine or mines for the transportation of said coal:

(1) Where the entire output of a mine or mines is under contract to said New York, Ontario and Western Railway Company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said New York, Ontario and Western Railway Company, and shall be relieved from any orders of the undersigned heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said New York, Ontario and Western Railway Company, such mine or mines shall, in accordance herewith, continue to furnish such partial output to said New York, Ontario & Western Railway Company, but secondary to any output of such mine or mines which may be furnished under contract and in priority to any output of such mine or mines which might otherwise be requisitioned, upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of a producer of bituminous coal now under contract to furnish rail-coal to said New York, Ontario & Western Railway Company are situated, insofar as such order authorizes the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent: The total amount of coal to be requisitioned under such order shall upon and after said March 11th, 1918, be apportioned in the same manner as if all contracts for the supply of railroad coal to said New York, Ontario and Western Railway Company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that Clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21, upon contracts made before that date, is hereby modified to the extent as indicated in this order.

And it is further ordered that a copy hereof shall be served upon the New York, Ontario and Western Railway Company, upon each of the producers of bituminous coal under contract to furnish railroad coal to said New York, Ontario & Western Railway Company, and upon each of the railroad companies upon which are located, and by which are served the mines under contract to furnish railroad coal to said New York, Ontario & Western Railway Company, all as named in the statement filed herewith in the office of the United States Fuel Administrator, and marked "Exhibit One, Request for Priority Order for Company Fuel, New York, Ontario & Western Railway Company."

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Mar. 5, 1918, Effective Mar. 18, 1918, Relative to the Provision of an Adequate Supply of Bituminous Coal for Railroad Use of the New York Central Railroad Co.

WASHINGTON, D. C., March 5, 1918.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal, now under contract from certain producers, for the use of the New York Central Railroad Company, there results a delay in the shipment and supply of such coal, and a danger of interference with commercial coal distribution; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said New York Central Railroad Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after March 18, 1918, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged and subject to modification hereafter by him, the producers of bituminous coal named in the statement hereto annexed and marked "Exhibit 1 to New York Central Railroad fuel order of March 5, 1918," and now under contract to furnish railroad coal to said Railroad Company shall, strictly in accordance with such contracts, produce, sell, ship, and distribute such bituminous coal to said Railroad Company for its use as railroad coal and shall further ship and distribute such coal regularly each week when the mine of such producer operates and ships, and so far as practicable in equal daily quantities.

It is further ordered, that said New York Central Railroad Company shall, not later than Saturday of each week, file with the undersigned a statement, marked "Attention Transportation Department," showing the tonnage of the coal which during the following week shall be shipped by each producer and mine upon the authority of this order, and shall give notice to each producer by whom coal shall be required to be shipped upon the authority of this order, showing the amount of coal which during the week following shall be shipped from each of such producer's mines; and that said New York Central Railroad Company shall, not later than Monday in each week, file with each railroad upon which the mine or mines of any producers of bituminous coal under contract to furnish railroad coal to said New York Central Railroad Company are situated, a statement showing the tonnage of the coal which during the following week shall be shipped, upon the authority of this order, by each such last described producer and mine.

It is further ordered, that this order for assuring an adequate and regular supply of bituminous coal from the producers aforesaid for the New York Central Railroad Company is hereby given priority, subject, however, to diversion and other regulation by the Fuel Administrator, either generally or in any special case, over all and any obligations of such producers, according to the following rules, and subject further to the condition that said New York Central Railroad Company shall, in the absence of agreement between the affected common carriers to the contrary, furnish to the mine or mines, required hereby to produce, sell, ship and distribute such bituminous coal for the use of said New York Central Railroad Company, all the cars required by said mine or mines for the transportation of said coal:

(1) Where the entire output of a mine or mines subject to the provisions of this order is under contract to said New York Central Railroad Company such mine or mines shall, in accordance herewith, continue to furnish such entire output to said New York Central Railroad Company, and shall be relieved from any orders of the under-

signed heretofore issued, requisitioning any part of said output for the use of the railroad upon which the mine is located and by which it is served.

(2) Where the partial output of a mine or mines is under contract to said New York Central Railroad Company such mine or mines shall, in accordance herewith, continue to furnish such partial output to said New York Central Railroad Company, but secondary to any output of such mine or mines which may be furnished under contract, and in priority to any output of such mine or mines which might otherwise be requisitioned upon order of the undersigned heretofore issued, for the use of the railroad upon which the mine is located and by which it is served.

(3) Any order heretofore issued by the undersigned relative to a supply of railroad coal for the use of any railroad upon which the mine or mines of any producer, subject to this order, of bituminous coal and now under contract to furnish railroad coal to said New York Central Railroad Company are situated, in so far as such order authorizes the requisition of coal from such mine or mines for the use of the railroad upon which the same are situated, is hereby modified to the following extent. The total amount of coal to be requisitioned under such order shall after said March 18th, 1918, be apportioned in the same manner as if all contracts, subject to the provisions hereof, for the supply of railroad coal to said New York Central Railroad Company from mines upon the line of the railroad in favor of which such order was issued were contracts for the supply of railroad coal to the railroad referred to in such order.

It is further ordered that clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication No. 5), relative to the effect of the President's proclamation of August 21, upon contracts made before that date, is hereby modified to the extent indicated in this order.

And it is further ordered that a copy hereof shall be served upon the New York Central Railroad Company, upon each of said producers of bituminous coal under contract to furnish railroad coal to said New York Central Railroad Company, and upon each of the railroad companies upon which are located and by which are served the mines under such contract to furnish railroad coal to said New York Central Railroad Company, all as named in the statement filed herewith in the office of the United States Fuel Administrator and marked "Exhibit 1 to New York Central Railroad Company order of March 5th, 1918."

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 30, 1918, Vacating and Setting Aside the various Orders Relating to more Adequate Supplies of Fuel for certain Railroads.

WASHINGTON, D. C., *September 30, 1918.*

The United States Fuel Administrator, acting under the authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order dated October 9, 1917, relating to a supply of fuel for the Pennsylvania Railroad and the amendment thereto dated February 9, 1918, the order dated October 19, 1917, relating to a supply of fuel for the Baltimore & Ohio Railroad, the order dated October 31, 1917, relating to a supply of fuel for the Norfolk & Western Railroad, the order dated November 16, 1917, relating to a supply of fuel for the Chesapeake & Ohio Railroad, the order dated November 16, 1917, relating to a supply of fuel for the Lehigh Valley Railroad, the order dated November 23, 1917, relating to a supply of fuel for the Maine Central Railroad, the order dated November 23, 1917, relating to a supply of fuel for the New York, New Haven & Hartford Railroad, the order dated November 30, 1917, relating to a supply of fuel for the Southern Railway and the amendment thereto dated January 3, 1918, the order dated December 21, 1917, relating to a supply of fuel for the Pere Marquette Railroad, the

order dated December 21, 1917, relating to a supply of fuel for the Seaboard Air Line Railroad, the order dated December 21, 1917, relating to a supply of fuel for the Alabama & Vicksburg Railway and Vicksburg, Shreveport & Pacific Railway, the order dated December 21, 1917, relating to a supply of fuel for the Atlantic Coast Line Railroad, the order dated January 12, 1918, relating to a supply of fuel for the Augusta Southern Railroad and the Georgia & Florida Railway, the order dated January 12, 1918, relating to a supply of fuel for the Georgia Southern & Florida Railway, Hawkinsville & Florida Southern Railway, St. Johns River Terminal Railway and Macon & Birmingham Railway, the order dated January 12, 1918, relating to a supply of fuel for the Norfolk Southern Railroad, the order dated January 15, 1918, relating to a supply of fuel for the Delaware & Hudson Railroad, the order dated January 15, 1918, relating to a supply of fuel for the Louisville & Nashville Railroad, the order dated January 19, 1918, relating to a supply of fuel for the Wabash Railroad, the order dated January 21, 1918, relating to a supply of fuel for the Bangor & Aroostook Railroad, the order dated February 11, 1918, relating to a supply of fuel for the Erie Railroad, the order dated March 4, 1918, relating to a supply of fuel for the New York, Ontario & Western Railroad, and the order dated March 5, 1918, relating to a supply of fuel for the New York Central Railroad, be and each of said orders is hereby vacated and set aside, as of October 14, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Section 2.—Orders and Regulations Governing the Basis of Settlement for Coal Confiscated by Railroads.¹

Order of the United States Fuel Administrator of Oct. 6, 1917, Issued as Paragraph 14 of Publication No. 9 of the United States Fuel Administration, Relative to Settlement for Coal Confiscated by Railroads.

WASHINGTON, D. C., 6 October, 1917.

The following orders, rulings, and regulations relating to coal prices and governing the sale, shipment, and distribution of coal are promulgated by the United States

¹ The following general rulings interpreting the orders fixing the basis of settlement for coal confiscated by a railroad have been made. They are nevertheless subject, as to particular shipments, to any exception that may have been, or may be made by the United States Fuel Administration, interpreting the orders in the light of the particular facts:

1. The order contained in Paragraph 14 of Publication #9, dated October 6, 1917, applies to the settlement of all coal confiscated prior to January 2, 1918; and the amendment of that date to the aforesaid Paragraph applies to all coal confiscated on and after January 2, 1918.

2. Coal confiscated by a railroad after November 16, 1917, while moving to a Governmental Agency, shall be settled for upon the basis of the Government price existing at the time of confiscation and not subject to revision.

3. No jobber's margin shall be added to the consigned price for the settlement of coal confiscated prior to January 2, 1918, unless the same was included in the price at which the coal was consigned.

4. No purchasing agent's commission or retail dealer's margin may be charged in arriving at the basis of settlement for any coal confiscated between April 1, 1918, and October 10, 1918. Where coal confiscated after January 2, 1918, and prior to April 1, 1918, or after October 10, 1918, was owned by a retail dealer at the time of confiscation, such retail dealer may recover in addition to the consigned or Government price a retail dealer's margin or profit but not to exceed 15 cents per net ton.

5. Railroads confiscating coal shall be liable for all war taxes charged against the particular shipments of coal confiscated.

6. Coal confiscated by a railroad shall be settled for with the owner of the coal at the time of confiscation and not with the shipper, when the coal is sold f. o. b. mines.

7. Where smelting coal has been confiscated by a railroad prior to February 15, 1918, settlement may be made on the basis of the price at which the same was consigned when confiscated. Where smelting coal has been confiscated by a railroad on and after February 15, 1918, settlement shall be made on the basis of the Government price for smelting coal existing at the time of confiscation.

8. The sum of 15¢ shall not be added as a "re-handling" or "re-billing" charge in arriving at the basis of settlement for confiscated coal, except when the coal, at the time of confiscation, is moving under a diversion order of this Administration, in accordance with the order of January 14, 1918, in which case settlement is to be made directly by the railroad with the shipper.

Fuel Administrator on behalf of the President under the authority of the act of Congress approved August 10, 1917, entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," and an Executive order of the President dated August 23, 1917, appointing said Fuel Administrator.

14. Where coal has been confiscated by a railroad for its own use, it may be sold to the railroad by the owner thereof at the price at which it was consigned when confiscated, but at no higher price; provided however, that if the price at which it was consigned is above the price fixed by orders of the President and of the Fuel Administrator it shall be billed at the price so fixed, unless it is consigned in compliance with a bona fide contract enforceable at law, which was in existence when the price of such coal was fixed.

H. A. GARFIELD,
Fuel Administrator.

Order of the United States Fuel Administrator, Effective Jan. 2, 1918, Amending Paragraph 14 of Publication No. 9 of the United States Fuel Administration, Relative to Settlement for Coal Confiscated by Railroads.

Ruling in Paragraph 14, Publication No. 9, is hereby amended to read as follows:

"Where coal has been confiscated by a railroad for its own use, it may be sold to the railroad by the owner thereof at the price fixed by the orders of the President and Fuel Administrator, which price may include the jobber's commission when the coal was owned by a jobber when confiscated, provided, however, that if the confiscated coal was purchased under a bona fide and enforceable contract entered into prior to August 21st, 1917, at a price higher than that fixed by the orders of the President and Fuel Administrator, then the railroad shall pay the owner of the coal the contract price plus the authorized jobber's commission where it is actually owned at the time of confiscation by a jobber."

Effective: January 2, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 10, 1918, Effective Oct. 10, 1918, Amending the Amended Order Effective Jan. 2, 1918, Establishing a Regulation Concerning Coal Confiscated by a Railroad.

WASHINGTON, D. C., October 10, 1918.

It appearing to the United States Fuel Administrator that the regulation in reference to the price permitted to be paid for coal confiscated in transit by a railroad should be modified.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator and of subsequent Executive Orders and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that paragraph 14 of Publication No. 9, dated October 6, 1917, as amended by order effective January 2, 1918, be further amended so as to read as follows:

REGULATION CONCERNING COAL CONFISCATED BY A RAILROAD.

Where coal has been confiscated in transit by a railroad for its own use the railroad confiscating such coal may pay to the owner thereof the applicable Government mine price at date of confiscation, plus any transportation charges paid or advanced by,

or on behalf of such owner, and plus any purchasing agent's commission paid by said owner or which said owner is obligated to pay on the coal so confiscated, provided, however, that if the confiscated coal was moving under a bona fide and enforceable contract entered into prior to August 21, 1917, at a price higher than the applicable Government mine price, then the railroad confiscating such coal may pay the owner thereof the price which such owner is obligated to pay under such contract.

The above modified regulation effective this 10th day of October, 1918.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Assistant United States Fuel Administrator.

TITLE V.

ORDERS AND REGULATIONS RELATING TO TIDEWATER SHIPMENTS OF COAL.¹

Order of the United States Fuel Administrator of Nov. 6, 1917, Relative to Tidewater Transshipment of Coal at Hampton Roads, Baltimore, Philadelphia and New York, and for the Employment of and Co-operation with the Tidewater Coal Exchange, as a common Agency to Facilitate Transshipment and to Reduce Delays in the use of Coal Cars and Coal Carrying Vessels.²

WASHINGTON, D. C., Nov. 6, 1917.

It appearing to the United States Fuel Administrator that the production of coal intended for trans-shipment at the Tidewater ports of Hampton Roads, Baltimore, Philadelphia, and New York and ports near or usually considered as tributary to said ports is being restricted, and that the loading of coal-carrying vessels and the unloading of coal cars at such ports and the movement, arrival and return of such vessels and cars at and from such ports are congested and delayed, and that the shipment of coal from such ports is reduced in quantity, and that the distribution of coal to consumers in the territory tributary to the ports to which such coal is destined is less efficient, prompt, and reasonable than is necessary for the efficient prosecution of the war, and that delay is occasioned in the delivery of coal for vessels of the navy and transports of the army, by reason of the continuance of individual shipments of coal by various producers upon the lines of coal carrying roads having termini at the ports aforesaid, and of individual and distinct trans-shipments of such coal at such ports only to coal-carrying vessels specially chartered or designated for the trans-shipment thereof of such individual shipments, and that the objectionable

¹ For other orders relating to the exportation of coal, see Chapter III, Title VI and Chapter III, Title II.

² The subjoined memorandum was issued with the order of Nov. 6, 1917.

"The Tidewater Coal Exchange has been formally approved, and an order has been issued requiring all transshippers of coal at New York, Philadelphia, Baltimore and Hampton Roads to make shipments through this Exchange. The Exchange was organized sometime ago and practically all shippers to these points have been handling and making shipments through the Exchange, a few shippers remaining outside, which interfered with the successful operation of the Exchange, in that 100% efficiency could not be obtained, unless all shippers were members and handled the coal through this medium.

"The order will result in all shipments through these ports being handled through the medium of exchange, and it is estimated will result in increased production of approximately ten million tons per year, on account of the decrease in detention of cars at the ports and, therefore, an increased car supply to the mines.

"The Exchange will also serve another purpose, in that through this agency there will be available at the ports at all time, sufficient coal for emergency purposes for the Army and Navy requirements.

"The coals are classified according to grades, and the number of consignees has been reduced from ten hundred to fifty. Vessels have also been pooled at some of the ports and this, together with arrangements for bunkering in the stream, will accomplish quick unloading of the cars and, therefore, facilitate the loading of the vessels, resulting in the greatest efficiency of handling of coal at the ports so necessary in this emergency."

conditions aforesaid can be largely eliminated and the production, shipment, and distribution of coal from said ports both for the army and navy and for consumers in the territories aforesaid can be hastened and improved by the employment of and co-operation with a common agency at each trans-shipment port in the manner and with the powers hereinafter provided, and that such employment of and co-operation with a common agency is essential to the national security and defense, for the successful prosecution of the war, and for the support and maintenance of the army and navy, and to assure an adequate supply and equitable distribution, and to facilitate the movement, and to prevent locally or generally scarcity of coal.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator and subject to modification hereafter by him at any time and from time to time, the following rules are established for the regulation, to the extent hereinafter provided, of the method of production, sale, shipment, distribution, apportionment, and storage of bituminous coal for trans-shipment at the ports aforesaid:

(1) Every shipper of bituminous coal for trans-shipment at any one of the ports at Hampton Roads, Baltimore, Philadelphia, and New York and ports near or usually considered as tributary to said ports, shall on and after November 11, 1917, consign all such shipments of coal to the Tidewater Coal Exchange so called, of which Rembrandt Peale is the Commissioner. Such shipments and consignments shall be made by each such shipper in accordance with and subject to the provisions of the existing Tidewater Coal Exchange rules in the same way to the same extent, and with the same rights and liabilities respecting such shipments, and the trans-shipment and delivery of the coal included therein, as under the terms of said rules apply to members of said Tidewater Coal Exchange, but no such shipper subject to this order shall be required by reason of anything herein to become a member of said Tidewater Coal Exchange. A copy of said rules is annexed to this order and hereby referred to.¹ Wherever said rules refer or mention a "member" or "members of said Tidewater Coal Exchange, said terms shall with respect to this order and shippers subject hereto be deemed to mean a shipper or shippers of coal who are subject to this order; and wherever the "effective date" of the Exchange or of said rules is referred to therein, such reference shall be deemed, with respect hereto and to the shippers subject hereto, to refer to the effective date of this order.

(2) Bituminous coal consigned under the provisions of this order shall be graded and classified in accordance with "Exhibit B" Consigning Pool Numbers, referred to in said rules of the Tidewater Coal Exchange, as modified, cancelled or superseded by the provisions of Classification C, dated July 15, 1917, Classification D, dated July 17, 1917, Classification E, dated July 19, 1917, and Classification F, dated July 27, 1917, and in accordance with the provisions of said Classifications C to F inclusive, wherever applicable, copies of which and of said "Exhibit B" are on file with this order in the office of the United States Fuel Administrator for inspection by any shipper subject hereto. Changes in said classification shall not be made against the objection of any shipper subject hereto except after approval of such changes by the United States Fuel Administrator. Upon application from any shipper subject hereto, the representative of the United States Fuel Administrator appointed under the provisions of paragraph (3) of this order is directed to furnish copies of said "Exhibit B" and said classification C to F to such shipper.

¹ See *infra* immediately following this order.

(3) Said Rembrandt Peale, commissioner of said Tidewater Exchange, is hereby designated and appointed as the representative of the Fuel Administrator to carry out the provisions of this order with power to appoint deputies representing him as such representative of the United States Fuel Administrator at any one or all of the ports aforesaid; and in case of any disagreement or controversy between any shipper subject to the provisions hereof and said commissioner with respect to any shipment or trans-shipment of coal or other matter arising under this order, or if any decision under rule No. 15 of the said Tidewater Coal Exchange Rules hereto annexed, which would be final as to any member of said Exchange, is unsatisfactory to any shipper subject to the provisions hereof, such shipper may appeal to the United States Fuel Administrator.

(4) No change shall be made in said rules of the Tidewater Coal Exchange above referred to, a copy of which is annexed to this order, and no additional rules shall be adopted affecting shippers subject to this order, without first receiving the approval of the United States Fuel Administrator.

(5) No change shall be made in the membership of the Executive committee of said Tidewater Exchange except with the approval of the United States Fuel Administrator so long as this order is in effect.

(6) Any shipper subject to the provisions of this order may at any time apply to the United States Fuel Administrator for suspension or termination of this order upon the ground that its continuance is no longer essential to the national security and defense and for the successful prosecution of the war in which the United States is at present engaged.

(7) A copy hereof shall be served upon each of the railroad or railway companies and upon each of the producers of bituminous coal named in the list marked "Exhibit 1 to the Tidewater Coal Exchange Trans-shipment Order of the United States Fuel Administrator dated November 6, 1917."

H. A. GARFIELD,
United States Fuel Administrator.

Tidewater Coal Exchange Rules, Annexed to, and Referred to, in the Order of the United States Fuel Administrator of Nov. 6, 1917, Relative to Tidewater Transshipment of Coal.

1. All bituminous coal for trans-shipment at tidewater ports shall be graded as to kinds, and classified as to designated consigning pools under the direction of the Executive Committee elected at the meeting of bituminous coal shippers held in Philadelphia on June 4th, 1917. The grades and classifications to conform to Exhibit B, which shows the pool numbers authorized by the Executive Committee. The Executive Committee may, after due hearing, amend the rules.

Any tidewater coal shipper or consignee may become a member of the Exchange upon furnishing references which will meet with the approval of the Executive Committee; and by subscribing to agreements providing for the handling of his (or its) coal in conformity with regulations governing the exchange or tidewater coal.

(2) Shipping instructions and railroad waybills (revenue and memorandum) shall give the Tidewater Coal Exchange as the consignee; shall show the proper pool number as per Exhibit B, and for whose account shipped. Example: "Tidewater Coal Exchange, Pool 30, account Westmoreland Coal Company."

(3) Each member of the Exchange shall provide that each mine operator shipping bituminous coal for his account to the Exchange shall prepare and forward daily by United States mail to the Exchange office at destination port a report on Form 1, showing the initials and number of all cars shipped, with necessary details.

(4) Members shall report to the Exchange office at destination port daily at a designated hour the names of the vessels which they have chartered for loading for their

accounts with the tonnage and pool number of the coal to be loaded into each and the probable arriving time of the vessels at the coal pier. If the vessel is loaded, the commodity should be given.

(5) Carriers will send to the Exchange office at destination port, daily, report on Form 2, or copies of scale sheets, showing weight and other information in connection with shipments, and will also report corrections in billing involving weights.

(6) Carriers will send to the Exchange office at destination port, weekly, report on Form 3, showing reconsignment of shipments from or to the Exchange.

(7) Carriers will report daily, except Sundays and holidays, to the Exchange office at destination port, on Form 4, the number of cars of each pool number at the port and en route, and the approximate time of arrival in twenty-four hour periods.

(8) The Exchange shall issue to each carrier a daily report or reports showing the conditions at each of its tidewater terminals, which reports shall be made on Bulletin Form 7, showing the number of tons of coal reported shipped to date, unloaded into vessels to date, and the standing of each member in each designated consigning pool. This bulletin shall be accompanied by vessel situation report on Form 8. The Exchange shall likewise report daily to each member thereof on Form 9 the tonnage added to or deducted from his account.

(9) The assignment of coal to members shall be authorized by the Exchange and no assignment shall be made in excess of the tonnage which such member or members have in the designated consigning pool.

No member shall be entitled to any coal from a designated consigning pool when the accounts indicate that the member has overdrawn from that pool, unless due to some extraordinary conditions the Commissioner may deem an exception advisable.

This shall not prevent a member from borrowing coal in the pool from any other member having a credit, but such transactions must be between individual members and authorized by them to the Commissioner in writing.

(10) When differences between the tonnage of coal shipped by a member and the tonnage of coal dumped into vessels for his account exist and the differences cannot be adjusted either by additional shipments or exchange of coal, the Executive Committee shall name a price to the Commissioner of the Exchange for the tonnage involved, and the Commissioner shall authorize such debits or credits as may be necessary to properly adjust the differences.

(11) In some instances, coal originating in different fields will be shipped to tidewater ports under one pool number but under different transportation rates. Adjustments between members of the Exchange handling the cargo or bunker coal necessitated by such differences shall be made under the direction of the Commissioner.

(12) The account of a member in one designated consigning pool shall not have any bearing on his account in another pool at the same port or other ports. Members, however, shall be permitted to offset overdrafts of one pool with shipments made to the same pool at another port subject to the approval of the Commissioner.

(13) Failure of a member to provide vessels in which to transport coal from any port shall constitute the basis for the issuance of embargoes prohibiting the forwarding of shipments of coal from mines for his account. No one who has been so embargoed shall be permitted to ship coal to any designated consigning pool until he has given satisfactory evidence to the Commissioner that he has made proper arrangements for vessels.

(14) The Exchange shall sign the average demurrage agreement with each carrier at each port. In the application of car demurrage rules, each carrier shall treat each port at which cargo or vessel fuel coal may be unloaded from cars to vessels, separately; and shall include all coal unloaded from cars into vessels in one demurrage account.

Each carrier shall render bill against the Exchange at the close of each calendar month covering all demurrage accruing during the month, and upon receipt of this

bill, the Commissioner will collect from each member his proportion on the basis of his tonnage loaded by the carrier assessing the demurrage into vessels registering during the calendar month within which the said demurrage charges accrued, and pay each carrier the amount due.

(15) In the event of controversies with reference to the operation of the Exchange which cannot be adjusted by the Commissioner, they will be submitted to the Executive Committee and the proper railroad committee in joint session and their decision shall be final.

(16) The Commissioner of the Tidewater Coal Exchange must be in position at all times to give prompt orders to the agents of the carriers to move from their respective tracks to the vessels, cargo or vessel fuel coal consigned to the "Tidewater Coal Exchange," as soon as vessels are ready for loading. In order to properly protect the charges of the carriers, it will be necessary for all consignees, members of the Tidewater Coal Exchange, to file with the carriers orders to make deliveries on the written instructions of the Commissioner or his authorized representative; and, in order to expedite these movements, consignees must furnish a blanket order prepared on Exchange Form "B" as follows:

"Until further notice you are hereby authorized to accept from the Commissioner of the Tidewater Coal Exchange, or his Deputy, his written orders to deliver to any vessel any coal for tidewater shipment or vessel fuel received at Station, consigned to Tidewater Coal Exchange, for account of the Undersigned."

Members of the Exchange, on whose account a vessel is loaded with cargo or vessel fuel coal, shall be responsible to the railroad for the freight charges (when billed collect) and vessel loading charges on all cars of coal unloaded into the vessel.

Members shall sign an agreement on Exchange Form "C" to the effect that they will be responsible for, and pay all freight charges (when way-billed collect), and vessel loading charges and assigned proportion of any demurrage charges on all cars unloaded into vessels for their account, this agreement reading as follows:

"I, (or we) hereby agree to pay all freight charges, when waybilled collect, loading charges and car demurrage charges assigned against me (or us) by authority of the Commissioner of the Tidewater Coal Exchange on coal shipments going into vessels for my (or our) account at any Tidewater port under the Tidewater Coal Exchange Agreement, whether shipped from mines or obtained elsewhere for my (or our) account or for the account of any other member of the Exchange."

(17) Each carrier must send to the Commissioner as soon as practicable after the close of each month, a statement showing the gross freight revenue derived from the transportation of tidewater cargo and bunker coal consigned to each tidewater port, to form the basis of apportionment of the monthly expenses of the Exchange.

(18) The Commissioner of the Exchange and his Deputies shall maintain such records as will be required to show disposition made of each car of tidewater coal shipped and to compile statistics which will indicate the average time per car per trip of all cars used for transportation of tidewater coal, and the average detention per car at each tidewater port.

(19) Tidewater coal shippers and consignees must execute agreements of the Forms referred to in Regulation 16 and file one copy of each with the Commissioner and one copy of each with the proper officer of the interested carrier, before they begin shipment of tidewater coal to the Exchange.

(20) The Executive Committee, Commissioner, and Deputy Commissioners shall at all times protect the quality of coal shipped into the pool through a system of inspection, and analysis if necessary in their opinion, and may at any time suspend shipments by any shipper when in their judgment the quality or preparation is below the proper standard.

(21) The coal for trans-shipment on hand at tidewater ports or en route to such ports upon the effective date of the Exchange shall be disposed of as follows:

(a) Each carrier shall make an inventory on Form 1 of the tidewater coal on hand at each port as of 7 a. m., of the effective date, and under the direction of the Deputy Commissioner shall assign each shipment to the proper designated consigning pool.

(b) Coal shipments which arrive at tidewater ports subsequent to 7 a. m. of the effective date of the Exchange which were shipped prior to that date shall be assigned to the proper pools in the same manner as provided in paragraph (a) of this rule.

(c) Agents at stations at which tidewater coal is billed should be instructed to bill in accordance with rules of the Exchange as of the effective date of the Exchange and on that date begin daily report as provided in Rule 4.

(22) Joint meetings of the Executive Committee of the Tidewater Coal Shippers and the Railroad Committee shall be held monthly, special meetings to be held subject to the call of the Commissioner.

(23) The effective date of the pooling rules and classifications of the Tidewater Coal Exchange will be different at the four ports. It will be as soon as practicable after July 1st, 1917, and proper announcement will be made by the Commissioner.

Order of the United States Fuel Administrator of Nov. 22, 1917, Relative to the Provision of an Increased Supply of Bituminous Coal, Transshipped at Atlantic Ports, for Use in the New England States.

WASHINGTON, D. C., November 22, 1917.

It appearing to the United States Fuel Administrator that the quantity of bituminous coal moving by transshipment at Atlantic tidewater ports to New England ports is inadequate for the needs of the portion of said New England states supplied through such New England ports; and that unless the quantity of coal so moving to New England is immediately increased there will be great difficulty in deliveries in New England, after the beginning of winter, of such an amount of bituminous coal as is needed in said states for the operation of industrial plants engaged in the production of material for the Army and Navy, for the operation of public utilities, and for the domestic use of persons engaged in New England in producing necessities as defined in the Act of Congress hereinafter referred to;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further, or other, order of the United States Fuel Administrator, and subject to modification hereafter by him, from time to time, and at any time,

(1) Every producer or shipper of bituminous coal, and every agent, jobber or other person having authority to control the shipment of the coal produced by such producer or shipper, who is a party to any contracts relating to such kind of coal made before the proclamation of the President on August 21, 1917, fixing prices therefor, in so far as such contracts are bona fide in character and enforceable at law, for delivery of coal at any point or points for consumption in the New England states, viz: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut, and calling for transshipment from rail carriage to water carriage at the piers at Hampton Roads and Baltimore, shall, except when and during such period as he may be prevented from compliance herewith by the establishment and existence of a rail or water embargo, ship from his mine or mines beginning December 1, 1917, the maximum monthly quantity of bituminous coal which, under the terms of such contract, such producer or shipper or other party-vendor thereto may be legally entitled thereunder to ship or the vendee thereunder may be legally entitled to call for or demand whichever amount may be the greater. The shipments herein ordered shall be made in preference and priority to shipments of bituminous coal upon any other contracts

between such producer or shipper and any other parties, excepting only shipments of coal for railroad use under contracts now existing or hereafter made between such producer or shipper and any railroad corporation, and shipments of coal for railroad use upon requisitions from such producer by any railroad corporation made under authority of the United States Fuel Administrator, and shipments for the United States government (including shipments for the United States Shipping Board and for the Panama Railroad), and shipments to such other parties or for such other purposes as may have been heretofore or may be hereafter at any time and from time to time ordered by the United States Fuel Administrator to be given preference and priority over shipments herein ordered to be made to New England.

(2) Bituminous coal shipped in compliance with this order shall be loaded in cars furnished in regular distribution to the producers who are parties to contracts of the kind specified in the foregoing paragraph (1).

(3) Every producer having any contracts of the kind specified in paragraph (1) of this order shall, within ten days from the date of this order, report to the United States Fuel Administrator, marking his letter "Attention, Department of Distribution," a list of such contracts, together with the date of each contract, the name of the purchaser or other party entitled to delivery of coal thereunder, the dates for the beginning and termination of deliveries of coal thereunder, the maximum monthly or other periodic amount of coal deliverable thereunder, the amount of coal delivered thereunder prior to December 1, and the amount of deficiency of delivery thereunder prior to December 1, the total amount deliverable thereunder beginning with December 1 to the date when delivery thereunder is to cease, and the price or prices therein fixed upon coal to be delivered thereunder. The report herein required shall be made in the form of return hereto annexed and marked "Exhibit 1 to Order relative to increased supply of bituminous coal for New England."

(4) In any case in which The New England Fuel Administrator is of opinion that by reason of this order an unduly large quantity of bituminous coal is being received by any person or corporation in the New England States as compared with the need for such kind of coal by one or more other persons or corporations in said States, said Administrator may order that the party entitled to receive such excess of coal shall sell such quantity thereof to such persons or corporations as said Administrator may designate, and at such price as represents the cost, as determined by said Administrator, of such coal to such person or corporation from whom the same is thus diverted.

H. A. GARFIELD,

United States Fuel Administrator.

*Order of the United States Fuel Administrator of Jan. 21, 1918, Effective, Jan. 28, 1918, Relative to Tidewater Shipments on Account of the Bangor & Aroostook Railroad, Co.*¹

WASHINGTON, D. C., January 21, 1918.

It appearing to the United States Fuel Administrator that, under the present method of procuring coal now under contract for the use of the Bangor & Aroostook Railroad Company there results a delay in the shipment and supply of such coal, interference with commercial coal distribution and interference with priority orders covering the distribution of other coal; and that an adequate and regular supply of bituminous coal for use as railroad fuel by said Bangor & Aroostook Railroad Company is necessary for the national security and defense, for the efficient prosecution of the war, and to facilitate the movement of necessities as defined in the act of Congress hereinafter referred to;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

¹ This order will be found in full *supra* Chapter III, Title IV, Section I.

Hereby orders and directs that from and after January 28, 1918, and until further order of the Fuel Administrator, but not exceeding the duration of the war in which the United States is now engaged, and subject to modification hereafter by him, the Hutchinson Coal Company, a producer of bituminous coal now under contract to furnish railroad coal to said Bangor & Aroostook Railroad Company, shall, strictly in accordance with such contract, produce, sell, ship and distribute from its Erie mine such bituminous coal to said Bangor & Aroostook Railroad Company for its use as railroad coal and shall further ship and distribute such coal regularly each week when said mine of such producer operates and ships, and so far as practicable in equal daily quantities.

* * * * *

It is further ordered that shipments to Tidewater ports shall be loaded in cars, railroad or individual, out of the mine's regular daily allotment, and consigned to the Tidewater Coal Exchange on account of said Bangor & Aroostook Railroad Company.

* * * * *

H. A. GARFIELD,
United States Fuel Administrator.

Letter of Mar. 6, 1918, from the United States Fuel Administrator, to E. F. Carry, Director of Operations of the United States Shipping Board; Approving the Appointment of the American Steamship Association at New York, the International Mercantile Marine at Philadelphia, The Atlantic Transport Co. at Baltimore, and the Old Dominion Steamship Line at Norfolk as Agents for the Collection of Funds and Payment of Bills for Coal Shipped for Account of the United States Shipping Board, and Approving the Establishment of an Arbitrary Price to the Consumer for Coal Sold through the Appointed Agents.

MAR. 6, 1918.

MR. E. F. CARRY,

Director of Operations,

United States Shipping Board, Washington, D. C.

MY DEAR MR. CARRY: As a result of our conference this morning at which yourself, Mr. Mallory and Mr. Palen of the Shipping Board were present, also Messrs. Foedisch and Burrows of the Fuel Administration, it is my understanding that the following agencies have been approved by the Shipping Board, viz., The American Steamship Association at New York, the International Mercantile Marine at Philadelphia, The Atlantic Transport Co. at Baltimore, and the Old Dominion Steamship Line at Norfolk, for the purpose of handling the collection of funds and the payment of bills for coal allotted to operators on the order of the U. S. Fuel Administrator, to be shipped to the above ports for account of the U. S. Shipping Board.

In accordance with our understanding, this coal has been utilized for emergency purposes, such as steamship bunkering, shipbuilding plants, hospitals, important war industries, public service corporations, etc.

It is my understanding that these agencies have had considerable difficulty in forwarding invoices to ultimate consumers of this coal, in view of the fact that the coal is shipped from several districts, carries several prices and several different freight rates.

As a result of our discussion, it would seem that the best means of facilitating the handling of these accounts would be to establish an arbitrary price. This arrangement meets with my approval, with the distinct understanding that the operators will only be paid for the coal at prices allowed under the rulings of the U. S. Fuel Administrator, and that any surplus after the payment of the actual cost of coal and the cost of accounting, shall be refunded to the consignees receiving the coal on a pro rata basis.

Yours very truly,

H. A. GARFIELD,
U. S. Fuel Administrator.

TITLE VI.

ORDERS AND REGULATIONS RELATING TO THE EXPORTATION OF COAL AT OTHER THAN TIDEWATER PORTS.¹**Section 1.—Canadian Shipments.**

Order of the United States Fuel Administrator of Sept. 19, 1917, Relative to the Exportation of Coal to Canada.

WASHINGTON, D. C., *September 19, 1917.*

Every coal operator, producer, jobber, dock company and other person (hereinafter called the exporter) who has at any time during the twelve months ending August 31, 1917, engaged in or expects or wishes during the twelve months beginning September 1, 1917, to engage in, the sale, for use in Canada, of either kind (anthracite or bituminous) of coal produced in the United States, or in the shipment of any such coal from any point in the United States, to any point in Canada, is hereby required to notify the Fuel Administrator by letter (or in the circumstances, hereinafter stated, by telegram) of such intention or wish to engage in such sale or shipment. Such letter must set forth the following information and data:

(1) The amount in tons (2000 pounds for bituminous and 2240 pounds for anthracite coal) which the exporter desires to ship by any method or route from this country to Canada during the remainder, (after the date of his letter), of the twelve months beginning September 1, 1917, and the amount already shipped between September 1 and the date of such letter.

(2) The amount of such shipments which the exporter expects or wishes to make during each of the twelve calendar months beginning September 1, 1917.

(3) The route or routes, and whether rail, lake or a combination of the two, by which he expects or desires to make his shipments of coal, and the amount of each kind of coal by each route.

(4) The general division, district, or province of Canada to which such shipments are desired to be made, and if more than one, the approximate amount desired to be made of each kind of coal to each such division, district or province.

(5) The amount of tonnage of each kind of coal for which the exporter has orders on hand at this date for shipment to Canada, and the amount of such orders on hand at the date of his letter of notification to the Fuel Administrator.

(6) The amount in tons (2000 pounds of bituminous and 2240 pounds for anthracite coal) which the exporter shipped from this country to Canada in each calendar month of the twelve months ending August 31, 1917.

(7) The route or routes, and whether rail, lake, or a combination of the two by which he shipped such coal during each of said twelve calendar months, and the amount of each kind of coal by each route.

(8) The general division, district, or province of Canada to which such shipments were made during the twelve months ending August 31, 1917, and if more than one, the approximate amount of each kind of coal shipped to each division district of province.

(9) The name of each consignee, the location to which each consignment was made, and the total amount of each kind of coal shipped to each consignee, by the exporter, from this country to Canada during the twelve months ending August 31, 1917.

The letter of notification required by the terms of this notice from each exporter must reach the office of the undersigned on or before September 25th 1917. If, for any reason, the exporter fears his letter may not reach the undersigned before September 25th, he may communicate by telegraph to the undersigned stating his desire

¹ Other orders relating to the exportation of coal will be found *supra* Chapter III, Title V.

to engage in the business of shipping coal to Canada during the twelve months beginning September 1, 1917, and including in his telegram the information called for in question (1) and (6) above. Any such telegram should be confirmed by a letter from the exporter containing all the information called for by this notice.

All communications to the undersigned under the terms of this notice should be signed either personally by principals or by a duly authorized agent, and those signed by an agent should be accompanied with evidence of his authority.

Except for good cause shown upon written application to the Fuel Administrator, no operator, purchaser, jobber, dock company or other person, from whom a notification by letter or telegram has not been received on or before September 25th, 1917, will be permitted to engage in the business of the sale, for use in Canada, or in the shipment of any such coal from any point in the United States to any point in Canada, unless hereafter specifically licensed so to do by the Exports Administrative Board upon application filed with said Board and approved by the Fuel Administrator.

Exporters who comply with the terms of this notice will be advised at an early date of the regulations under which shipments of coal are thereafter to be made by them from the United States to Canada. Until such regulations are established, shipments to Canada by exporters who have complied with the terms of this notice may be continued as heretofore.

H. A. GARFIELD,
Fuel Administrator.

Supplementary Information Explaining Questions in Order and Notice of the United States Fuel Administrator of Sept. 19, 1917.

Explaining question—

- 1 & 2. Wire tonnage shipped Canada twelve months *ending* September 1st, 1917, by months.
6. Wire tonnage you desire ship twelve months *beginning* September 1st, 1917, by months.
1. Wire amount shipped during September to the 19th.
5. Wire orders on hand September 19th, 1917.

REPORT BY MAIL.

3. Proposed railway or rail-and-lake routings from mine to Canadian gateway; specify monthly tonnage by each route for year *beginning* September 1st, 1917.
 4. Quantities you expect to ship to each province of Canada during each of the twelve months *beginning* September 1st, 1917.
 7. Railway or rail-and-lake routings from mine to Canadian gateway; specify monthly tonnage by each route for year *ending* September 1st, 1917.
 8. Quantities shipped to each province of Canada during each of the twelve months *ending* September 1st, 1917.
 9. Also separate list consignees year *ending* September 1st, 1917, with tonnage to each.
- Give quantities Anthracite and Bituminous separately in all reports.
No embargo enforced or license required if report sent promptly.

FUEL ADMINISTRATION.

Order of the United States Fuel Administrator of Dec. 6, 1918, Vacating as of Dec. 7, 1918, the Order of Sept. 19, 1917, Relative to the Exportation of Coal into Canada in so far as said Order Relates to Bituminous Coal.

WASHINGTON, D. C., December 6, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said

Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that the order of said Administrator dated September 19, 1917, entitled "Notice of Coal Operators, Producers, Jobbers, Dock Companies, and all other Persons engaged, or desiring to engage, in the Shipment of Coal from the United States into Canada," and all amendments and modifications thereof, be, and the same hereby are, vacated as of December 7, 1918, in so far as the regulations contained in said order, and amendments and modifications thereof, relate to the exportation of bituminous coal from the United States into Canada.

H. A. GARFIELD,
United States Fuel Administrator.

Circular Letter from Charles P. White, Manager of Lake and Canadian Distribution to United States Customs Houses Indicating the Present Method of Controlling Exports of Coal to Canada.

To U. S. Customs Houses:

We desire to prevent absolutely further shipments of coal to Canada unless covered by permit of the United States Fuel Administration.

It does not seem practicable for the United States Fuel Administration to police the consignments to Canada. This policing seems to fall naturally to the Customs Houses.

Notices are being sent to all shippers that Canadian consignments must be covered by permit, and that if not so covered they will be stopped by the Customs House at the exporting gateway, and that charges, if any, will be assessed against the shipper.

We dislike, however, to put into effect any arbitrary rule which, without complete information regarding local transportation conditions, might tend to produce an unsatisfactory railroad situation. Therefore, we leave to the judgment of the Customs House Officers, at least for the present, whether individual shipments to Canada not covered by permit shall move forward prior to notification to be mailed or telegraphed to this department.

But, whether such shipments are allowed or are not allowed to proceed, the United States Fuel Administration should be supplied by the Customs Houses with information regarding shipper, date and point of shipment, car initial and number, weight, consignee, destination and exporting port.

It is not our idea to restrict shipments to Canada, but simply to have them go forward under our rules and with a proper police system so that we will know from what mines coal is moving to Canada, and whether under joint permission of the Canadian Fuel Controller and the United States Fuel Administration. We enclose a full list of permits now in effect. At frequent intervals hereafter we will mail you supplementary lists as additional permits are issued.

It is our hope that we may count upon your full cooperation in our effort to effect an orderly and intelligently policed movement to Canada, and, at the same time, not to make the plan so rigid as to handicap the efficient operation of railroads at frontier points, or to burden the Customs officers unduly.

Very truly yours,

UNITED STATES FUEL ADMINISTRATION,
By CHARLES P. WHITE,
Manager, Lake and Canadian Distribution.

TITLE VII.

ORDERS AND REGULATIONS RELATING TO THE EMERGENCY
DISTRIBUTION OF COAL.

Section 1.—Diversion and Requisition.

Subsection A.—Orders and Regulations Concerning the Procedure for Diversion
and Requisition.

Order of the United States Fuel Administrator of Dec. 31, 1917, Relative to the Diversion of Coal from the original Consignee by the United States Fuel Administrator or his Representatives.¹

WASHINGTON, D. C., December 31, 1917.

Whenever, in the judgment of the undersigned, as evidenced by any action taken by him or under his authority, there is such a congestion of transportation facilities upon any railroad or in any railroad yard or terminal, or in any port or harbor, as to cause delay in the normal movement of coal cars and delay or interference in the distribution of the coal loaded in such cars (resulting in a restriction of production at the mines and in consequence lack of fuel supply to consumers) such coal, or so much thereof as may be indicated in an order of the undersigned, or any order made under authority of the undersigned and in pursuance of this regulation, may be taken possession of by the undersigned, or by any representative of the undersigned, whether a regular officer of the Fuel Administration or specially designated for such purpose in an order of the undersigned, and may be diverted from its original consignees or route of shipment and may be shipped or forwarded by such route and to such destination and to such consignees as may be designated by the undersigned or his agents or representatives as aforesaid. Such coal, so diverted, may be distributed for account of the shippers thereof, by the undersigned, or by his representatives or by or through State Fuel Administrators acting under his instructions or authority.

Unless otherwise provided in any special order issued under this regulation, payment for coal when taken possession of, as aforesaid, shall be made to the respective shippers thereof at the then going Government price for coal of the various kinds and grades and quality of the coal so taken. As soon as practicable after any coal is taken possession of under this regulation, notice thereof shall be sent to each shipper and to each consignee of any such coal by the agent or representative of the undersigned acting in the premises, and each such shipper will be expected, so far and so soon as practicable, to replace for his consignee an amount of coal equal to that so diverted and of the same grade and quality, and at the same price as that at which the diverted shipment had been sold by such shipper to such consignee.

H. A. GARFIELD,

United States Fuel Administrator.

¹ The following rulings were made with the approval of the United States Fuel Administrator on January 10, 1918.

1. No diversions of coal on railroads, whether in transit or at destination, to be made except by arrangement with G. N. Snider.

2. Generally speaking, no diversions will be made except on railroad request and to relieve railroad congestion.

3. Authority given by Mr. Snider to divert will include arrangement for price to be charged and for notification of shippers, consignees and the U. S. Fuel Administration.

4. Diversion requests will be numbered consecutively and referred to by number in correspondence for purpose of identification.

5. Advice from railroads giving detail of diversions accomplished will go to Department of Distribution and Apportionment which will make condensed summary for those connected with the Department who may be interested.

6. Protests against diversion of particular shipments will go to Transportation Department for attention and such action as may be proper.

*Order of the United States Fuel Administrator of Dec. 31, 1917, Authorizing State Fuel Administrators to Divert Coal in Transit within the State for Consumption or Sale within the State.*¹

WASHINGTON, D. C., December 31, 1917.

Whenever the State Fuel Administrator in any State is of opinion that, in the present exigency occasioned by the war in which the United States is now engaged, the consumers in any city, town or other locality in such State are in pressing need of coal or coke for domestic use, whether by reason of a general shortage of coal or coke therein or of an unequal distribution among the residents thereof, and that there is actual or threatened inconvenience and suffering of the population therein, or that any public utility in such State conducting a service essential to the health, convenience or industrial activity of any of the people of such State, is in danger of discontinuance for lack of coal or coke, so that in either case the efficiency and ability of the people of such State, or any part thereof, for performing their part in the conduct of the war may be lessened or impaired, such State Fuel Administrator may take the action hereinafter indicated.

He may divert to or for the use of such domestic consumers, or to or for the use of any such public utility, any coal or coke in transit by railroad or other conveyance within such State and consigned or intended for delivery to any consumer, dealer or other party therein for consumption, sale or use in such State. Such diversions shall be made in accordance with the lawfully published tariffs and reasonable regulations of the railroads now under control of the United States Director General of Railroads. As soon as practical after diversion the State Fuel Administrator shall cause notice to be sent both to the shipper and to the consignee of the coal or coke so diverted; and the shipper thereof will be expected so far and as soon as practicable, to replace for such consignee an equal amount of coal or coke of the same grade and quality as that diverted.

H. A. GARFIELD,
United States Fuel Administrator.

Circular Letter, dated Feb. 12, 1918, Addressed to all Members of the Fuel Administration from the United States Fuel Administrator, Defining the Duties of District Representatives in Connection with the Distribution of Coal.

WASHINGTON, D. C., February 12, 1918.

To All Members of the Fuel Administration:

District Representatives have now been appointed for all bituminous coal fields east of Illinois with but two exceptions. A list of these appointments is enclosed.

¹ The following regulations governing diversions by State Administrators were issued in a telegram from the Director of the Bureau of State Organizations dated January 25, 1918:

1. Coal consigned to or intended for destinations outside the State should not be diverted, unless approval has first been obtained from Washington.
2. Chairmen of local committees should be permitted to divert coal only within their own communities. No local chairman should be permitted to divert coal intended for another community until approval has first been obtained from the State Fuel Administrator.
3. In general, coal should not be diverted from one preferred consumer to another specified in section one of the regulation of January seventeenth except in emergency to relieve human suffering or when original consignee is already amply supplied.
4. Coal consigned for use in by-product coke ovens should not be diverted except in emergency to relieve human suffering.
5. Until further order, coal consigned to tidewater should not be diverted unless approval has first been obtained from Washington.
6. Official ordering diversion should first make appropriate arrangements to insure payment for coal by person receiving it. Transaction should be either for cash or its equivalent.
7. When diversion is made, notify shipper and original consignee, giving number of car, grade and size of coal, and name of person to whom coal is actually delivered. Also complete record of transaction should be kept by State Administrator.

All except Mr. Cameron, Mr. Gardiner and Mr. Reimann are now ready to receive emergency requests from the State Fuel Administrators and from Washington.

It is the duty of the District Representatives to allot among the individual shippers and mines emergency orders and requests made by any members of the Fuel Administration. The shippers affected have been instructed to refer any orders or requests they may receive from other members of the Fuel Administration to the District Representative for action.

Under the present conditions a shortage at one point cannot be relieved without reducing shipments to some other point. For this reason I have directed that in requesting emergency shipments, State Administrators hereafter specify the consumer or area temporarily to be deprived of the coal. Thus emergency needs will in the future be filled by withholding fuel from consumers having less urgent need for it.

All members of the Fuel Administration at Washington headquarters are hereby instructed to follow the same plan. If District Representatives are not instructed what shipments are to be reduced, they must make the decision themselves, the responsibility, however, remaining with the person issuing the order or request.

State Administrators are charged with the duty of determining upon distribution within their own states under emergency conditions. So far as possible when requests from consumers for emergency fuel are received at Washington, they are to be communicated at once to the proper State Administrator. This does not apply to railroad and bunker coal, or coal for coking purposes. If, because of the urgency of the situation, it be necessary to handle the case from Washington, the State Administrator should be notified promptly of any action taken.

Very truly yours,

H. A. GARFIELD,
U. S. Fuel Administrator.

Order of the United States Fuel Administrator of Mar. 20, 1918, Requiring Producers of Coal and Coke to make Shipments to such Consignees as May Be Designated by the United States Fuel Administrator, the Distribution Division of the United States Fuel Administration or any District Representative.

WASHINGTON, D. C., March 20, 1918.

It appearing to the United States Fuel Administrator that there is at the present time an insufficient supply of coal and coke to meet the requirements of all consumers therefor; that the shipment and distribution thereof by producers in accordance with their contracts with, and their orders from, consumers are made without regard to the prospective use of the coal and coke so supplied, and do not result in an equitable distribution and apportionment thereof based upon the essential or non-essential nature of such use to the successful prosecution of the war; that the possible maximum production, by many consumers of coal and coke, of the commodities needed for the support and maintenance of the army and navy, for the construction of ships, and for other purposes essential to the national security and defense, has been, and will be further, lessened unless said distribution of coal and coke is regulated in a manner to make the same more equitable in view of the existence of the war and the necessity for its successful prosecution,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said Order and of the act of Congress therein referred to and approved August 10, 1917, hereby makes and establishes the following regulation, effective upon and after the date hereof until further or other order, and subject to modification hereafter from time to time and at any time:

REGULATION RELATIVE TO THE METHOD OF PRODUCTION, SALE, SHIPMENT, DISTRIBUTION AND APPORTIONMENT OF COAL AND COKE AMONG DEALERS AND CONSUMERS, TO ASSURE A MORE ADEQUATE SUPPLY THEREOF FOR GOVERNMENTAL PURPOSES AND FOR CONSUMERS FURNISHING SERVICES OR COMMODITIES ESSENTIAL TO THE PROSECUTION OF THE WAR.

Every producer (which term includes any person, firm or corporation operating as owner, lessee, or purchaser of the entire output of a coal mine, and every person, firm, or corporation manufacturing coke) is hereby required to sell, ship and distribute from the coal or coke produced by him such quantity of coal or coke to such person, firm or corporation as may, at any time and from time to time be designated in an order to such producer by the United States Fuel Administrator, or by his representatives in Washington in control of distribution and apportionment of coal and coke, or by any district representative of the Fuel Administration now or hereafter appointed by the United States Fuel Administrator as his representative in any coal or coke-producing district. If the coal or coke so ordered to be shipped is to a consignee with whom the producer has an existing bona fide contract, enforceable at law, and constitutes a portion of the tonnage covered by such contract, such portion of the quantity, so ordered to be shipped, as the purchaser may be entitled to demand under the terms of such contract shall be shipped at the price provided in such contract, and the balance of such quantity, and in all other cases the entire quantity, of the coal or coke so ordered to be shipped shall be shipped and sold by the designated producer, at the government price fixed therefor and in effect at the date of the shipment thereof. Compliance by the producer with any order as aforesaid shall take precedence over all contract obligations of the producer inconsistent or conflicting with such order, and to the extent necessary for compliance with any such order, Clause 7 of the statement of the Fuel Administrator of 6 September, 1917 (Publication #5), relative to the effect of the President's proclamation of August 21, 1917, relating to bituminous coal, and of the President's proclamation of August 23, 1917, relative to anthracite coal, upon contracts made before said dates respectively is hereby modified with respect to any such contracts which might otherwise interfere with full compliance with any orders issued under this regulation to any producer of coal or coke.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of June 12, 1918, Relative to Coal Consigned or Diverted to the New England Fuel Administrator.

WASHINGTON, D. C., June 12, 1918.

It appearing to the United States Fuel Administrator that it is desirable from time to time to consign or to divert bituminous or anthracite coal to the New England Fuel Administrator for distribution by him among consumers,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Executive Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further, or other order of the United States Fuel Administrator, and subject to modification hereafter at any time and from time to time,

The New England Fuel Administrator is hereby authorized to direct the resale and distribution of all coal requisitioned for or consigned or diverted to and received by him, under the provisions of any orders of the United States Fuel Administration, to and among such consumers and users of bituminous or anthracite coal respectively in the New England states as in his judgment may from time to time be in need thereof and occupied in the conduct of such industrial activities or of such public utilities as are essential to the national security and defense, for the successful prosecution

of the war, and for the maintenance of the efficiency of the people in any of such New England states or any part thereof, in performing their part in the conduct of the war. In making such resale and distribution said New England Fuel Administrator shall first see that the needs and requirements of consumers entitled to preference in the supply of fuel under the orders of the Priorities Board are suitably taken care of. In connection with such distribution said New England Fuel Administrator is authorized to use and employ the services of such persons and agents as he may from time to time select and to make or authorize to be made in the resale and distribution of such coal a charge of not exceeding 15 cents per ton for the compensation and expenses of the persons and agents so selected by him.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 20, 1918, Vacating as of Nov. 21, 1918, the Order of June 12, 1918, Relative to Coal Consigned or Diverted to the New England Fuel Administrator.

WASHINGTON, D. C., November 20, 1918.

The United States Fuel Administrator, acting upon authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated June 12, 1918, entitled "Order Relative to Coal Consigned or Diverted to the New England Fuel Administrator," be, and the same hereby is, vacated and set aside as of November 21, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 13, 1918, Relative to Coal Consigned or Diverted to, by, or through the Maryland Fuel Administrator.¹

WASHINGTON, D. C., June 13, 1918.

It appearing to the United States Fuel Administrator that it is desirable from time to time to consign coal to, or to divert coal to, by, or through, the Maryland State Fuel Administrator for distribution by him among customers and dealers,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said

¹ The following rulings interpreting the Maryland order of June 13, 1918, have been made:

1. This order specifically refers to and covers only coal requisitioned and consigned or diverted to and received by the Maryland State Fuel Administrator and does not apply to coal that may be ordered by the Maryland State Fuel Administrator for shipment direct to consignees other than the Maryland State Fuel Administrator.

2. Where the Maryland State Fuel Administrator requisitions coal for a consumer and such consumer advises the Maryland State Fuel Administrator that he desires that this coal be supplied him through a given Purchasing Agent, the Maryland State Fuel Administrator will give consignment in requisition to District Representative nothing thereon that invoice should be sent to Purchasing Agent named by consumer.

3. In order that proper consignments may be made to cover requisition as above (Clause 2) shipping instructions to District Representatives should read as per following example:

The Blank Manufacturing Company,
Care John Doe, Purchasing Agent,
Blankville, Md.,

it being understood that the Maryland State Fuel Administrator will satisfy himself that such Purchasing Agent is the accredited representative of the consumer.

4. The Maryland State Fuel Administrator will send requisitions for emergency coal to the District Representatives as usual and in the event of any misunderstanding with said District Representatives which cannot be immediately cleared up satisfactorily, the Maryland State Fuel Administrator will refer same to the Director of State Distribution at Washington.

Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Executive Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to modification hereafter at any time and from time to time:

1. That coal consigned to, or diverted to, by, or through the State Fuel Administrator of Maryland at or west of the Cumberland Gateway is not "diverted coal" within the meaning of the order of the Fuel Administration of January 14th, 1918 (Publication No. 14), and shippers of such coal are not entitled to collect the 15 cents per ton permitted by said order as a re-handling charge.

2. That the Maryland State Fuel Administrator is hereby authorized to direct the resale and distribution of all coal requisitioned for or consigned or diverted to and received by him, under the provisions of any orders of the United States Fuel Administration, to and among such consumers and users of bituminous or anthracite coal respectively in the State of Maryland as in his judgment may from time to time be in need thereof and occupied in the conduct of such industrial activities or of such public utilities as are essential to the national security and defense, for the successful prosecution of the war, and for the maintenance of the efficiency of the people in the State of Maryland or any part thereof, in performing their part in the conduct of the war. In making such resale and distribution, the State Fuel Administrator of Maryland shall first see that the needs and requirements of consumers entitled to preference in the supply of fuel under the orders of the Priorities Board are suitably taken care of. In connection with such distribution, said Maryland State Fuel Administrator is authorized to use and employ the services of such persons and agents as he may from time to time select and to make or authorize to be made in the resale and distribution of such coal a charge of not exceeding 15 cents per ton for the compensation and expenses of the persons and agents so selected by him.

This order shall become effective at 7 A. M., on the 15th day of June, A. D. 1918.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Assistant United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 20, 1918, Vacating as of Nov. 21, 1918, the Order of June 13, 1918, Relative to Coal Consigned To or Diverted To, By, or Through the Maryland Fuel Administrator.

WASHINGTON, D. C., November 20, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated June 13, 1918, entitled "Order Relative to Coal Consigned to, or Diverted to, by, or through, the Maryland Fuel Administrator," be, and the same hereby is, vacated and set aside as of November 21, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of September 19, 1918, Effective 7 a. m. Sept. 20, 1918, Establishing Regulations Requiring the Prompt Acceptance and Unloading of Coal or Coke Shipped Under Orders of the United States Fuel Administration.

It appearing to the United States Fuel Administrator that certain concerns at whose request, and for whom, coal and coke is obtained by the United States Fuel Administration are failing to accept and unload such coal and coke promptly upon arrival, and that as a result of this practice the railroad equipment containing such coal and coke is kept out of operation,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following Regulation effective September 20, 1918, at 7 a. m. until further or other order in the premises:

REGULATIONS REQUIRING THE PROMPT ACCEPTANCE AND UNLOADING OF COAL OR COKE SHIPPED UNDER ORDERS OF THE UNITED STATES FUEL ADMINISTRATION.

SECTION I.

Every person, firm, association or corporation for whom coal or coke has been requisitioned, diverted or reconsigned by the United States Fuel Administrator or by his representatives in Washington in control of distribution and apportionment of coal and coke, or by any district representative of the Fuel Administration now or hereafter appointed by the United States Fuel Administrator as his representative in any coal or coke producing district, or by any State Fuel Administrator, shall accept and unload such coal or coke promptly upon receiving notice of its arrival at destination and shall also promptly assume and pay all transportation charges accrued thereon.

SECTION II.

Whoever knowingly violates or refuses to conform to Section I of this regulation will be subject to the penalties prescribed in the Food and Fuel Control Act.

The above regulation promulgated this 19th day of September, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Subsection B.—Orders Relating to the Basis of Settlement for Coal Diverted and Requisitioned.¹

Order of the United States Fuel Administrator of Jan. 14, 1918, Effective 7 a. m., Jan. 15, 1918, Relative to the Price to Be Paid for Coal by the Divertee in case of Diversion.

WASHINGTON, D. C., January 14, 1918.

All shipments of coal, whether f. o. b. mines or otherwise, and all shipments of coke f. o. b. ovens or at place of storage or otherwise shall be made subject to the diversion of such coal or coke by the United States Fuel Administrator or any persons

¹The following general rulings interpreting the orders fixing the basis of settlement for diverted and requisitioned coal have been made. They are nevertheless subject, as to particular shipments, to any exception that may have been, or may be made by the United States Fuel Administration, interpreting the orders in the light of the particular facts.

1. The order dated February 13, 1918, shall apply to all diversions of bituminous coal shipped from the mines prior to January 15, 1918, and the order dated January 14, 1918, shall apply to all settlements for diverted coal which had been shipped from the mines on and after January 15, 1918.

2. The owner of the coal at the time of diversion, when the coal was diverted prior to January 15, 1918, shall be entitled to elect the mode of settlement, in accordance with the terms of the order of February 13,

acting under his authority, to any persons or consumers, and for any of the purposes heretofore or hereafter authorized by him. The title of the purchaser, consignee, or consumer, in the case of any such shipments of coal or coke, which by custom or law might become vested at the time and place of such shipment, shall from and after the effective date hereof be subject to the condition that the coal or coke so shipped may be diverted as aforesaid, and that in case of any such diversion, the title and interest of such purchaser, consignee, or consumer with respect to any coal or coke so diverted shall be completely divested and terminated and his liability to pay therefor shall cease. The person or consumer to whom any such coal or coke is diverted shall become liable as of the time of such diversion to pay to the shipper thereof the price in force at the date of shipment as fixed therefor by or under authority of the President of the United States, plus transportation charges thereon and plus a handling charge of 15 cents a net ton to cover costs of rebilling, collection, and replacement. If such handling charge is made, no jobber's commission shall be added to the mine's price. If the coal or coke so diverted was shipped under a valid and enforceable contract, the quantity thereof so diverted shall not be charged against the amount to which the contract applied.

Effective at 7 a. m., on January 15, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

1918, and the election shall not be made by the diveree. If replacement is not satisfactory to the owner of the coal so diverted, then the diveree may not insist upon settlement in that manner.

3. Settlements for coal diverted to a Governmental Agency, on shipments from the mines on and after January 15, 1918; and on shipments prior to January 15, 1918, not under contracts enforceable at law as of August 21, 1917, shall be made upon the basis of the Government price in force at the date of shipment, not subject to revision.

4. By the order of January 14, 1918, the original consignee of coal shipped on and after January 15, 1918, is completely divested of all title at the time of diversion, and the settlement for such diverted coal shall be made by the diveree to the shipper.

5. Neither the order of January 14, 1918, nor the order of February 13, 1918, justifies the addition of a purchasing agent's commission in arriving at the basis of settlement for coal diverted; but no objection will be raised if an arrangement is entered into between the shipper and the licensee whereby the 15¢ handling charge shall be paid to the licensee and not to the shipper, provided the licensee renders the services contemplated by the order of January 14, 1918.

6. Freight, war taxes thereon, and demurrage charges, if any, on diverted coal shall be paid by the diveree at whose request the diversion was made.

7. Coal may be sold by one consumer to another at the price at which the first consumer purchased the coal, plus re-consigning charges, provided no profit is made by either party to the transaction, directly or indirectly.

8. Coal requisitioned for a Governmental Agency between August 21, 1917, and March 31, 1918, may be settled for on the basis of the Government price in effect March 31st, if the order requisitioned provides for a revision. Coal requisitioned for a consumer or handler other than a Governmental Agency between August 21, 1917, and November 16, 1917, may be settled for on the basis of the Government price in effect on March 31, 1918.

9. Coal requisitioned by a railroad under the railroad orders, from a mine with which it has no contract, shall be settled for upon the basis of the Government price existing at the time of requisition, not subject to revision, except as to such coal shipped prior to November 16, 1917, with the stipulation that settlement shall be made at the Government price subject to revision.

10. Coal which has been consigned before waybill is delivered to the railroad shall be settled for at the Government price, not subject to revision, plus freight charges from the mines to the point of diversion.

11. Settlement for coal shipped from a Government emergency pile shall be on the basis of the actual cost, which may include an item for contingent expenses.

12. None of the Government prices are retroactive and the only cases where there may be a re-billing because of an increase in Government price are those where the shipper has complied with the terms of Paragraph 4 of Publication #5 and the amendment of November 16, 1917, with the exception in favor of the U. S. Government, including U. S. Transport Service and the Emergency Fleet Corporation, and the order of March 27, 1918. To be entitled to the revision provided in said orders, the coal must actually have been invoiced at the Government price, subject to revision, or it must have been mutually understood between the shipper and the consignee that the price was subject to any possible revision by the Government.

See also Chap. III, Title IX, Sec. 2, License rules 28 to 32 inclusive.

Order of the United States Fuel Administrator of Nov. 20, 1918, Effective Nov. 21, 1918, Vacating the Order of Jan. 14, 1918, Relative to the Basis of Settlement for Diverted Coal so far as Said Order Authorizes a Rehandling Charge of Fifteen Cents per ton.

WASHINGTON, D. C., November 20, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator dated January 14, 1918, entitled "Regulation established by the President of the United States acting through the undersigned Fuel Administrator relative to the sale, shipment, distribution, and apportionment of coal and coke among dealers and consumers and the price to be paid therefor in case of diversion," be, and the same hereby is, vacated and set aside as of the effective date of this order, so far as said order authorizes a handling charge of 15 cents per net ton, to cover costs of rebilling, collection, and replacement, to be added to the price of coal or coke diverted by the United States Fuel Administrator, or by any person acting under his authority. Except as hereinabove provided said order shall remain in full force and effect.

This order to be effective November 21, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 13, 1918, Relative to the Price to Be Paid for Coal Shipped prior to Jan. 15, 1918, and Diverted in Transit.

WASHINGTON, D. C., February 13, 1918.

Bituminous coal shipped from the mines prior to January 15, 1918, and diverted in transit on orders of or by authority of the United States Fuel Administrator, so that it was not received by its original consignee, shall be paid for by the party receiving the coal to the owner thereof (either shipper, jobber, or original consignee as the case may be) by agreement between the parties in interest on either of the following bases as they may elect, and if they are unable to agree then on that one of the following bases which the party who was the legal owner of the coal at the time of such diversion may elect:

(1) At the going Government price at the time and place of shipment, and in addition thereto the jobber's commission, if a jobber was the owner, or if the owner purchased through a jobber the coal so diverted and has paid or is legally liable to pay the jobber's commission thereon; or

(2) At the contract price at which the coal so diverted was shipped or sold under a bona fide contract enforceable at law, and in addition thereto the jobber's commission, if a jobber was the owner, or if the owner purchased through a jobber the coal so diverted and has paid or is legally liable to pay the jobber's commission thereon.

Upon receipt by the United States Fuel Administration (Transportation Department) prior to March 1, 1918, of a written request therefor, showing that settlement between the shipper or jobber of the coal so diverted, and the party to whom such coal was diverted, has been made on the basis of paragraph numbered (1) hereof, instead of on a higher contract price under paragraph numbered (2) hereof, conditioned upon replacement by the shipper to the original consignee of an equal number of cars of coal at the contract price, and that the original consignee has assented to such settlement, the United States Fuel Administration will arrange to have supplied to the original shipper prior to April 1, 1918, if practicable, cars for the purpose of enabling the shipper to make such replacement in addition to his mines' distributive share of available cars.

In any case where settlement has already been made at the going Government price for any diverted coal, the parties will be deemed to have elected the basis of paragraph (1) above, and if the shipper in any such case, in which the coal was shipped to the original consignee at a higher price under a bona fide and enforceable contract, files a request with the United States Fuel Administration, Transportation Department, in accordance with the provisions of the foregoing paragraph, the United States Fuel Administrator will endeavor in accordance therewith to have cars placed at such shipper's mine for the replacement of the quantity of coal diverted and for which settlement has thus been made.

Settlements, under the terms of this regulation, for diverted coal may be made only as full settlement of all liability in connection with such diversion as between all parties, including the government.

H. A. GARFIELD,
United States Fuel Administrator.

Notice dated October 17, 1918, to State Fuel Administrators and District Representatives, Signed by the Chairman of the License Board, the Director of Bituminous Distribution, and the Director of the Bureau of State Organizations, Approved by the Assistant United States Fuel Administrator, Relative to Permitting Coal Requisitioned, to be Invoiced to a Licensee instead of to the Purchaser.

WASHINGTON, D. C., October 17, 1918.

State Administrators and District Representatives:

Coal requisitioned on the order of a State Administrator shall, at his request, be invoiced to a licensee named by the purchaser unless the producer prefers that it be invoiced directly to the purchaser. Such licensee named by the purchaser may, if the coal is invoiced to him, charge a purchasing agent's commission subject to the rules and regulations governing licensees.

W. B. SYMMES, Jr.,
Chairman of License Board.
A. W. CALLOWAY,
Director of Bituminous Distribution.
EVANS WOOLEN,
Acting Director of Bureau of State Organizations.

Approved:

CYRUS GARNSEY, Jr.,
Ass't U. S. Fuel Administrator.

Section 2.—Orders Dealing with Special Emergencies.

Order of the United States Fuel Administrator of Oct. 1, 1917, Relative to the Shipment, Distribution and Apportionment of Coal Reshipped by Water at Lake Erie Ports, Issued as Part I of Publication No. 8 of the United States Fuel Administration.

WASHINGTON, D. C., 1 October, 1917.

It appearing to the United States Fuel Administrator that the quantity of coal moving by lake shipment from Lake Erie ports to American lake ports on Lakes Superior and Michigan is inadequate for the supply of the portion of the United States supplied from said ports on Lakes Superior and Michigan, as compared with the quantity of coal so moving to Canadian lake ports and to American lake ports located on lakes other than Lakes Superior and Michigan, and that the supply of coal at present available for shipment by rail, and of railroad freight cars for the carriage thereof; to such portions of the United States supplied from said lake ports on Lakes Superior and Michigan are insufficient to make up the deficiency in the supply of coal moving by lake,

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23d August, 1917, appointing said

administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the Fuel Administrator and subject to modification hereafter by him:

(1) All producers of coal having contracts for delivery of coal by shipment to Lake Erie ports for transshipment and water carriage from such ports shall continue such shipments to at least the same extent and with the same frequency as at present or heretofore since September 1, 1917; and that

(2) All dock companies, jobbers, and other agencies receiving such coal at said Lake Erie ports shall forward the same by the earliest available carriers by water to American lake ports on Lake Superior or Lake Michigan, for delivery to and use by dealers and consumers usually supplied from such Lake Superior and Lake Michigan ports; and that

(3) All dock companies, jobbers, consignees, and other agencies receiving such coal at any such ports on Lake Superior and Lake Michigan, shipped to such ports from Lake Erie ports, and all jobbers, consignees, and other agencies receiving any such coal through reshipment or reconsignment from such lake ports on Lakes Superior and Michigan are hereby prohibited from consigning or shipping, or reconsigning or reshipping, any such coal to any points either in Canada or the United States, other than points in the Northwest which have heretofore usually been supplied with coal from such American lake ports on Lakes Superior and Michigan.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 9, 1917, Issued as Part II, of Publication No. 8, of the United States Fuel Administration, Suspending the Operation of the Order of Oct. 1, 1917, Relative to the Shipment, etc., of Coal Reshipped by Water at Lake Erie Ports.

WASHINGTON, D. C., 9 October, 1917.

In consequence of arrangements reached to-day satisfactory to Judge McGee, State Fuel Administrator for Minnesota, Mr. Groverman, representing the dock interests on Lake Michigan and Lake Superior, Mr. F. C. Baird, commissioner of the Lake Erie Coal Exchange, and Mr. McCue, assistant fuel controller of Canada,

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23 August, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the Fuel Administrator and subject to modification hereafter by him:

(1) Said order of October 1, 1917, mentioned above, is hereby suspended and modified as follows:

(a) The embargo recently placed against the shipment of coal to Canada by Lake Erie ports is to be raised by an order from the Exports Administrative Board therefor, to take effect immediately, in accordance with the Fuel Administrator's request, dated October 9, 1917, addressed to the Exports Administrative Board, of which a copy is hereto annexed and is hereby referred to as a part hereof.

(b) Mr. F. C. Baird, of Cleveland, Ohio, is appointed a representative of the United States Fuel Administration, to take charge of the apportionment of all the coal shipped from Lake Erie points to the Northwest and to Canada, in accordance with the provisions of the communication from the Fuel Administrator to said F. C. Baird, dated October 9, 1917, of which communication a copy is hereto annexed and is hereby referred to as a part hereof.

H. A. GARFIELD,
Fuel Administrator.

Letter from the United States Fuel Administrator to F. C. Baird, dated October 9, 1917, Referred to in the Order of October 9, 1917, Relative to the Shipment, etc., of Coal Reshipped by Water at Lake Erie Ports.

WASHINGTON, D. C., October 9, 1917.

MR. F. C. BAIRD, *Cleveland, Ohio.*

DEAR SIR: Pursuant to the arrangements arrived at in Washington this morning, I, hereby authorize and direct you to take charge of the apportionment of all the coal shipped from Lake Erie points to the Northwest and Canada, for the balance of the season of 1917,

It is a vital part of our arrangement that, in addition to the duties you are already performing, you look to this apportionment, making sure that the shipments are in accordance with the schedule agreed upon, and attached hereto.

In respect to the distribution of coal from the Lake Erie points to the Northwest, you will be responsible to me and will send me, daily, reports of shipments showing the daily tonnage shipped to each of the upper Lake ports, whether American or Canadian. These shipments are to be made by you without reference to the owner or controller of the coal.

Very truly yours,

H. A. GARFIELD,
Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 25, 1917, Relative to the Sale, Shipment, Distribution and Apportionment of Coal among Dealers and Consumers in Ohio and Michigan to Meet Cases of Immediate and Pressing Exigency.

WASHINGTON, D. C., October 25, 1917.

It appearing to the United States Fuel Administrator that there exists in the States of Ohio and Michigan emergency requirements for coal by consumers therein, chiefly for domestic purposes, and that it is necessary temporarily to regulate in a special manner the sale, shipment, distribution and apportionment of coal among the dealers and consumers in the said states in order to meet and relieve such exigency.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23, August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that all operators and coal producers in Ohio, Michigan, Eastern Kentucky with the exception of the Elkhorn District, West Virginia with the exception of the New River and Pocahontas Districts, and in Western Pennsylvania on the lines of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company and its subsidiaries, and on the lines of the Montaur, Wabash, West Side belt, Bessemer and Lake Erie Railroads, shall apply so far as necessary for filling the orders mentioned below, the entire production of their mines Monday, October 29, except Railway Fuel and Slack Coal, on unfilled orders which they may now have and on orders which they may receive on or before Monday from dealers in said states. If the credit of any such dealer is not satisfactory to the producer from whom coal is ordered, the latter may ship the coal with draft for payment therefor attached to the Bill of Lading. Shipments made by any producer, in accordance with this order, under an existing valid contract with any dealer may be filled at the contract prices, but all other shipments must be made at the prevailing government prices.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 27, 1917, Authorizing the New England Fuel Administrator to Obtain and Supply Coal to meet Cases of Immediate and Pressing Exigency.

WASHINGTON, D. C., Oct. 27, 1917.

It appearing to the United States Fuel Administrator that the amount of free or spot coal immediately obtainable for shipment into New England is insufficient to supply the immediate demands of all consumers therein and that the distribution of coal in New England has been such, owing to an increased demand therein for coal and to other causes, as to create in various localities individual cases of great exigency; and that, due to the limitation of transportation facilities and the distance between the coal fields and New England, there is need of further action to meet the increased demands for coal by certain industries in New England engaged in production for the United States Government, or conducting activities, especially public utilities, the uninterrupted operation of which is essential to the greatest efficiency of various industrial plants engaged in such production for the United States Government, and that there are certain supplies of coal in New England available to relieve in part the shortage of coal in some of said industrial plants, but purchased prior to the President's orders of 21 August and 23 August, 1917, at prices higher than those named in said orders respectively;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further, or other, order of the United States Fuel Administrator, and subject to modification hereafter by him:

(1) The New England Fuel Administrator is hereby authorized and empowered, without prior communication with the United States Fuel Administrator in Washington,

(a) To arrange, with any consumer, not in the coal business, or with any jobber with respect to any coal not physically handled by such jobber, for the transfer, at the prices for bituminous coal fixed by the President in his order of 21 August, 1917, or at the prices for anthracite coal fixed by the President in his order of August 23, 1917 (as heretofore or hereafter modified or amended either generally or for special cases), of an amount of coal, specified by the New England Fuel Administrator, but not exceeding one full carload lot, to any consumer located in New England for the use of such consumer therein, or to any retail dealer in said New England for sale by said retailer at retail to his customers, whenever said New England Fuel Administrator is satisfied, after investigation by him, that sufficient necessity exists for such transaction, and to arrange, as a part of the transaction and in connection with the transfer, for the future sale and delivery by the United States Fuel Administrator, or by someone through his procurement to the consumer or jobber, from whom such supply of coal is to be furnished, of a like amount of coal, of the same quality and at the President's prices thereof fixed as aforesaid, as the amount of coal so supplied through such arrangement of the New England Fuel Administrator;

(b) To authorize any person found by him, after investigation, to be the bona fide owner of any coal purchased by him in the manner provided in the following paragraph (2), and physically handled by him by unloading it from vessel or car, and actually in his possession in a yard, pocket, or other customary storage place for coal in New England, to sell a specified quantity of such coal to any consumer found by said New England Fuel Administrator after investigation, to be in need thereof in order reasonably to assure the continued and uninterrupted operation within New England of a public utility or of an industrial plant or of any undertaking of a State, county, city, town, or other governmental sub-division, in any case found by said

Administrator to be essential directly or indirectly to the national security and defense or to the efficient prosecution of the war. Any such sale may be made at such price, to be first approved by the New England Fuel Administrator, as shall not exceed the price at which such coal could have been sold by such owner thereof if the latter were at the time of the sale a retailer of coal and were selling such coal upon the basis prescribed in the order of the United States Fuel Administrator dated October 1, 1917, relative to maximum gross margins for retail coal dealers.

(2) The New England Fuel Administrator is hereby authorized and empowered, upon first obtaining the written or telegraphic approval of the United States Fuel Administrator in each case to authorize any person found by him, after investigation, to be the bona fide owner of any coal, purchased by such owner under a valid and bona fide contract made prior to August 21, 1917 (exhibit to, and of which a copy shall be filed with, said New England Fuel Administrator), to sell a specified quantity of such coal, if actually present in New England although not yet unloaded from the vessel or car in which it has been transported into New England, to any consumer or dealer found by him after investigation to be in actual and immediate need of such coal for use or distribution within New England, and to permit such sales at such price, in excess of the price therefor fixed by the President as heretofore or hereafter modified or amended either generally or for special cases, as, in the judgment of said New England Fuel Administrator, shall not exceed the actual cost of said coal to such owner thereof plus a profit thereon not exceeding the amount of a jobber's gross margin as fixed and limited in the President's order of August 23, 1917;

(3) No authorization by the New England Fuel Administrator under any of the provisions of this order shall be a continuing authorization, but shall lapse and terminate upon the delivery of the quantity of coal, at the place, and in the manner, therein specified;

(4) A copy of every authorization made by the New England Fuel Administrator under any of the provisions of this order shall be at once forwarded to the United States Fuel Administrator in Washington.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 22, 1917, Relative to the Provision of an Increased Supply of Bituminous Coal Transshipped at Atlantic Tidewater Ports for Use in New England.

WASHINGTON, D. C., November 22, 1917.

It appearing to the United States Fuel Administrator that the quantity of bituminous coal moving by trans-shipment at Atlantic tidewater ports to New England ports is inadequate for the needs of the portion of said New England states supplied through such New England ports; and that unless the quantity of coal so moving to New England is immediately increased there will be great difficulty in deliveries in New England, after the beginning of winter, of such an amount of bituminous coal as is needed in said states for the operation of industrial plants engaged in the production of material for the Army and Navy, for the operation of public utilities, and for the domestic use of persons engaged in New England in producing necessities as defined in the Act of Congress hereinafter referred to;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further, or other, order of the United States Fuel Administrator, and subject to modification hereafter by him, from time to time, and at any time,

(1) Every producer or shipper of bituminous coal, and every agent, jobber or other person having authority to control the shipment of the coal produced by such producer or shipper, who is a party to any contracts relating to such kind of coal made before the proclamation of the President on August 21, 1917, fixing prices therefor, in so far as such contracts are bona fide in character and enforceable at law, for delivery of coal at any point or points for consumption in the New England states, viz: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut, and calling for trans-shipment from rail carriage to water carriage at the piers at Hampton Roads and Baltimore, shall, except when and during such period as he may be prevented from compliance herewith by the establishment and existence of a rail or water embargo, ship from his mine or mines beginning December 1, 1917, the maximum monthly quantity of bituminous coal which, under the terms of such contract, such producer or shipper or other party-vendor thereto may be legally entitled thereunder to ship or the vendee thereunder may be legally entitled to call for or demand whichever amount may be the greater. The shipments herein ordered shall be made in preference and priority to shipments of bituminous coal upon any other contracts between such producer or shipper and any other parties, excepting only shipments of coal for railroad use under contracts now existing or hereafter made between such producer or shipper and any railroad corporation, and shipments of coal for railroad use upon requisitions from such producer by any railroad corporation made under authority of the United States Fuel Administrator and shipments for the United States government (including shipments for the United States Shipping Board and for the Panama Railroad), and shipments to such other parties or for such other purposes as may have been heretofore or may be hereafter at any time and from time to time ordered by the United States Fuel Administrator to be given preference and priority over shipments herein ordered to be made to New England.

(2) Bituminous coal shipped in compliance with this order shall be loaded in cars furnished in regular distribution to the producers who are parties to contracts of the kind specified in the foregoing paragraph (1).

(3) Every producer having any contracts of the kind specified in paragraph (1) of this order shall, within ten days from the date of this order, report to the United States Fuel Administrator, marking his letter "Attention, Department of Distribution," a list of such contracts, together with the date of each contract, the name of the purchaser or other party entitled to delivery of coal thereunder, the dates for the beginning and termination of deliveries of coal thereunder, the maximum monthly or other periodic amount of coal deliverable thereunder, the amount of coal delivered thereunder prior to December 1, and the amount of deficiency of delivery thereunder prior to December 1, the total amount deliverable thereunder beginning with December 1 to the date when delivery thereunder is to cease, and the price, or prices therein fixed upon coal to be delivered thereunder. The report herein required shall be made in the form of return hereto annexed and marked "Exhibit 1 to Order relative to increased supply of bituminous coal for New England."

(4) In any case in which the New England Fuel Administrator is of opinion that by reason of this order an unduly large quantity of bituminous coal is being received by any person or corporation in the New England States as compared with the need for such kind of coal by one or more other persons or corporations in said States, said Administrator may order that the party entitled to receive such excess of coal shall sell such quantity thereof to such persons or corporations as said Administrator may designate, and at such price as represents the cost, as determined by said Administrator, of such coal to such person or corporation from whom the same is thus diverted.

H. A. GARFIELD,

United States Fuel Administrator:

Letter from the United States Fuel Administrator to F. C. Baird, dated Dec. 5, 1917, Relative to Diversions from the Russell and Silvergrove Yards on the C. & O. R. R., to Meet the Needs of Consumers in Michigan.

Mr. F. C. BAIRD,

WASHINGTON, D. C., December 5, 1917.

Perry-Payne Building, Cleveland, Ohio.

DEAR MR. BAIRD: You are hereby authorized, as my representative, to proceed to the Russell and Silvergrove yards, on the C. & O. R. R., and to there issue such orders in my name as may be necessary to relieve the coal congestion, diverting shipments in accordance with needs of consumers in Michigan and as may be directed until normal operation is restored. Daily statements of such diversions are to be forwarded to the respective shippers with the request that the coal be billed out to the new consignee indicated by you. If the coal so diverted is shipped under contract at prices different from those fixed by the President, it may be billed to the new consignee at the same prices, it being distinctly understood that this applies only to coal diverted in overcoming the present stoppage at the Russell and Silvergrove yards. It is my understanding that it will require only a few days to overcome the present difficulty. It is also my understanding that this arrangement will not interfere with the proposed meeting between you and the Coal Shippers' Terminal Pool at Cleveland on Friday of this week to consider working arrangements between said pool and yourself representing the Thompson General Operating Committee of the Eastern Railroads of which A. W. Thompson is chairman.

Yours very truly,

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 3, 1918, Effective Jan. 8, 1918, Relative to an Emergency Supply of Bituminous Coal for Use in New England.¹

WASHINGTON, D. C., January 3, 1918.

It appearing to the United States Fuel Administrator that the amount of free or spot bituminous coal presently available in New England for the use of various consumers engaged in the production of munitions and other supplies for the United States Government, or conducting activities, especially public utilities, the uninterrupted operation of which is essential to the necessary efficiency of various industrial plants engaged in such production for the United States Government, and that there is danger of interruption or curtailment in the operations of such industrial plants and public utilities unless an additional supply of bituminous coal can be immediately furnished for New England use, and that for the efficient prosecution of the war it is necessary at this time to regulate the production, sale, shipment, distribution and apportionment of coal in the method and manner and to the extent hereinafter indicated;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said Executive Order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further, or other, order of the United States Fuel Administrator, and subject to modification hereafter by him;

(1) Every operator of a bituminous coal mine and every producer of bituminous coal named in the Schedule hereto annexed and marked Exhibit A shall on each working day, to the extent that cars are placed at his mine or operation, promptly load and fill the number of coal cars indicated against such operator's or producer's name

¹ This order was amended by orders dated January 12, 23, 26, February 8, and March 7, 1918. Inasmuch as the order and amendments were vacated by order of May 2, 1918, for which see *infra* this section, the amendments have been omitted.

in said Schedule, with bituminous coal of the usual quality produced at such mine and to the full capacity of such cars, and consign the same to James J. Storrow, Fuel Administrator for New England, or to his order, leaving the routing of such cars to the determination of the Director General of Railroads or to the carrier upon whose lines such mine is located, acting under authority and direction of the Director General. Such coal shall be supplied, billed and shipped at the price in force on the date of shipment as fixed therefor by or under authority of the President of the United States, and all such shipments shall be irrespective of and in addition to and shall not affect any existing contract obligations of such producer or operator to supply, ship or deliver coal to any consumer except in so far as compliance with this order may reduce the amount of coal produced by such operator or shipper available for shipment to such other contract consumers or customers;

(2) Said New England Fuel Administrator is hereby authorized to direct the resale and distribution of all coal consigned to and received by him under the provisions of this order to and among such consumers and users of bituminous coal in the New England States as in his judgment may from time to time be in need thereof and occupied in the conduct of such industrial activities or of such public utilities as are essential to the national security and defense, for the successful prosecution of the war, and for the maintenance of the efficiency of the people in any of such New England States or any part thereof, in performing their part in the conduct of the war. In connection with such distribution said New England Fuel Administrator is authorized to use and employ the services of such persons and agents as he may from time to time select and to make or authorize to be made in the resale and distribution of such coal a charge of 15 cents per ton for the compensation and expenses of the persons and agents so selected by him.

(3) This order shall become effective January 8th, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 2, 1918, Cancelling the Order of Jan. 3, 1918, and Amendments thereof, Relative to an Emergency Supply of Bituminous Coal for Use in New England.

WASHINGTON, D. C., May 2, 1918.

It appearing to the United States Fuel Administrator that in view of the adoption and inauguration of the zone system, so-called, regulating the production and transportation of coal, and of the adoption of the system of district representatives for facilitating the filling of emergency and other essential requirements for bituminous coal from the different producing fields, a continuance of the order, dated January 3, 1918, issued by the undersigned, in aid of the emergency supply of bituminous coal for New England, is no longer necessary,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order dated January 3, 1918, entitled "Order relative to an emergency supply of bituminous coal for use in the New England States," and the various orders for the modification of said order, respectively dated January 23, 1918, January 26, 1918, February 8, 1918, and March 7, 1918, be and hereby they are cancelled, and that this order shall become effective on May 8, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

*Order of the United States Fuel Administrator of January 17, 1918, Issued by the United States Fuel Administration, as Publication No. 17, Establishing Regulations Making Provision for a more Adequate Supply of Fuel for Railroads, Domestic Consumers, Public Utilities, and other Uses Necessary to the National Security.*¹

WASHINGTON, D. C., January 17, 1918.

The United States Fuel Administrator, acting under the authority of an Executive order of the President of the United States dated August 23, 1917, appointing said Administrator, in furtherance of the purposes of said order and of the purposes of the act of Congress therein referred to, approved August 10, 1917, and finding it essential effectively to carry out the provisions of this act, to make provision for a more adequate supply of fuel for railroads, domestic consumers, public utilities, and for other uses necessary to the national security in certain parts of the United States, hereby makes and prescribes the following regulation:

SECTION I.

Until further order of the United States Fuel Administrator, all persons selling fuel in whatever capacity shall, in filling their contracts or orders now on hand, give preference to necessary current requirements of: railroads, domestic consumers, hospitals, charitable institutions, Army and Navy cantonments, public utilities, by-product coke plants supplying gas for household use, telephone and telegraph plants, shipping for bunker purposes, the United States for strictly governmental purposes (not including factories or plants working on contracts for the United States), manufacturers of perishable food or of food for necessary immediate consumption, and municipal county, or State governments for necessary public uses. Any tonnage remaining after the foregoing preferred shipments have been made may be applied in filling any other contracts or orders.

SECTION II.

On the following days, namely, January 18, 19, 20, 21, and 22, 1918, the State Fuel Administrators and their accredited representatives in the various communities in the territory in which this regulation applies are hereby empowered and directed to divert such fuel as arrives in such communities in carload lots to meet the current requirements and to provide an adequate and normal supply for such consumers of fuel as are specified in Section I hereof.

SECTION III.

On the following days, namely, January 18, 19, 20, 21, and 22, 1918, and, also, on each and every Monday, beginning January 28, 1918, and continuing up to and including March 25, 1918, no manufacturer or manufacturing plant shall burn fuel or use power derived from fuel for any purpose, with the following exceptions:

(a) Plants which necessarily must be continuously operated seven days each week to avoid serious injury to the plant itself or its contents may use only such quantity of fuel as is necessary to prevent such injury to the plant or its contents;

(b) Manufacturers or plants manufacturing perishable foods or foods for necessary immediate consumption;

(c) Manufacturers of food not perishable and not necessary for immediate consumption may burn fuel to the extent authorized by the Fuel Administrator of the State

¹ On January 18, 1918, there was announced, in Press Release No. 318, of the United States Fuel Administration, a list of industrial plants specially exempted from the provisions of the order of January 17, 1918. Subsequently, on January 26, 1918, in Press Release No. 344, certain rulings and interpretations of the order were announced. Copies of these Press Releases may be obtained by application to the Bureau of Education of the United States Fuel Administration.

in which such plant is located or by his duly authorized representative upon application by the United States Food Administrator;

(d) Plants necessary to the printing and publication of daily papers may burn fuel or use power derived therefrom as usual, except that on every Monday from January 21 to March 25, 1918, inclusive, they may burn fuel or use power derived therefrom only to such extent as is necessary to print and publish such editions as such plants customarily print and publish on legal holidays other than the Sabbath; or, if such plants do not customarily print or publish any editions on such legal holidays, they may burn fuel or use such power to such extent as is necessary to issue one edition on the said Mondays;

(e) Printing establishments may burn fuel on January 18, 19, 20, 21, and 22, 1918, to such extent as is necessary to issue current numbers of magazines and other publications periodically issued;

SECTION IV.

On each Monday beginning January 21, 1918, and continuing up to and including Monday, March 25, 1918, no fuel shall be burned (except to such extent as is essential to prevent injury to property from freezing) for the purpose of supplying heat for:

(a) Any business or professional offices, except offices used by the United States, State, county, or municipal governments, transportation companies, public-utility companies, telephone or telegraph companies, banks, trust companies, physicians, or dentists;

(b) Wholesale or retail stores, or any other stores, business houses, or business buildings whatever, except that for the purpose of selling food only, stores may maintain necessary heat on any of the specified days until 12 o'clock noon; and except that for the purpose of selling drugs and medical supplies only, stores may maintain necessary heat throughout the day and evening;

(c) Theaters, moving-picture houses, bowling alleys, billiard rooms, private or public dance halls, or any other place of public amusement.

SECTION V.

On each Monday beginning January 21, 1918, and continuing up to and including March 25, 1918, no fuel shall be burned for the purpose of heating rooms in which intoxicating liquor is sold or served on those days.

Nothing in this regulation shall be construed to forbid the heating of restaurants, hotels, or other places in which meals are served, but in which no intoxicating liquor is sold or served on the said Mondays.

SECTION VI.

No fuel shall be burned on any of the Mondays specified in the foregoing section for the purpose of supplying power for the movement of surface, elevated, subway, or suburban cars or trains in excess of the amount used on the Sunday previous thereto.

SECTION VII.

Nothing in this regulation shall be construed to apply to or affect the operation of any mine or plant producing fuel, nor shall this regulation be construed to forbid the heating of such rooms or offices, or such portions of buildings, as are used in connection with the production, transportation, or distribution of fuel.

SECTION VIII.

State Fuel Administrators and their representatives specifically authorized so to do are hereby empowered to grant such relief as may be essential to prevent injury to health or to prevent destruction of or injury to property by fire or freezing.

SECTION IX.

This regulation is effective throughout the United States east of the Mississippi River, including the whole of the States of Louisiana and Minnesota.

SECTION X.

Any person, firm, association, or corporation which violates or refuses to conform to the above regulation may be liable to the penalty prescribed in the aforesaid act of Congress.

H. A. GARFIELD,
United States Fuel Administrator:

Order of the United States Fuel Administrator of Jan. 19, 1918, Amending with Respect to Theatres and other Places of Amusement, Section IV, of the Regulation of Jan. 17, 1918, Making Provision for a more Adequate Supply of Fuel for Railroad, etc.

WASHINGTON, D. C., January 19, 1918.

In order to accommodate public holiday attendance, fuel may be burned on any of the Mondays beginning January 21, 1918, and continuing up to and including March 25, 1918, for the purpose of supplying heat for theatres, moving-picture houses, bowling alleys, billiard rooms, private or public dance halls, or any other place of public amusement; but no fuel shall be burned on any Tuesday, beginning January 22, 1918, and continuing up to and including Tuesday, March 26, 1918 (except to such extent as is essential to prevent injury to property from freezing), for the purpose of supplying either heat or light for any of the places of amusement aforesaid on any of the Tuesdays above specified. To the extent indicated herein the regulation of the United States Fuel Administrator dated January 17, 1918, is hereby modified.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 31, 1918, Effective Feb. 11, 1918, Amending, by Excluding Petroleum and its Products from the Operation thereof, the Regulation of Jan. 17, 1918, Making Provision for a More Adequate Supply of Fuel for Railroad, etc.

WASHINGTON, D. C., January 31, 1918.

It appearing to the United States Fuel Administrator that in view of the finding and determination by the President of the United States that it is essential to license the importation, manufacture, storage and distribution of fuel oil, and of the President's announcement to that effect, the prohibition against the use of fuel set forth in the order of January 17, 1918, entitled "Regulation making provision for a more adequate supply of fuel for railroads, domestic consumers, public utilities and other uses necessary to national security", should not apply to fuel oil (including gas oil) in any of its various forms.

The United States Fuel Administrator hereby orders and directs that, until further or other order of the said United States Fuel Administrator, the said regulation of January 17, restricting the burning of fuel or the use of power derived from fuel, shall in no way, manner or form apply to petroleum or its products on or after the effective date hereof.

Effective February 11, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 18, 1918, Suspending, Subject to certain Exceptions therein stated, the Operation of Sections III, IV, V, and VI, of the Regulation of Jan. 17, 1918, Making Provision for a more Adequate Supply of Fuel for Railroad, etc.

WASHINGTON, D. C., February 18, 1918.

It appearing to the United States Fuel Administrator that, in view of the relief afforded by his order of January 17, the moderation in weather conditions, the effect of the embargoes authorized by the Director General of Railroads on January 23, and the consequent improvement in transportation conditions already realized, and the probability that such conditions will be improved further by more seasonable weather and a continuance of the embargoes, the requirements relative to the use hereafter of fuel on Mondays may be for the present suspended, except as any State Fuel Administrator may otherwise direct with respect to his own state on account of local or special conditions therein,

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23 August, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the provisions of section III of the Regulation of January 17, 1918, entitled "Regulation making provision for a more adequate supply of fuel for railroads, domestic consumers, public utilities, and other uses necessary to the national security," so far as said section relates to any of the Mondays, therein mentioned or referred to, subsequent to the date of this order, and that Sections IV, V and VI of said regulation, and that the regulation dated 19 January, 1918 and entitled "Regulation making the provisions of Section IV of the Fuel Administrator's regulation of January 17, 1918, applicable to theatres and other places of amusement, referred to in Paragraph (c) of said Section, upon Tuesdays instead of Mondays" are all hereby suspended until and subject to further orders of the United States Fuel Administrator; provided, however, that the New England Fuel Administrator and any state administrator may each within his respective jurisdiction continue in effect, by an order or regulation issued by such New England or state administrator, all or any of the provisions above mentioned and referred to of said regulation dated January 17, 1918, or said regulation dated 19 January, 1918, for such period not later than Monday, March 25th, as they may severally determine, subject, however, to modification by them respectively within their respective jurisdictions, and subject also to modification at any time by the United States Fuel Administrator. Nothing in this order shall affect the continued force and operation of Section I of the regulation first hereinbefore mentioned; nor shall anything in this order affect any orders or regulations of the New England Fuel Administrator or of any State Fuel Administrator respecting or limiting the use of coal or coke heretofore or hereafter made for the purpose of conserving coal or coke within their respective jurisdictions because of special or local conditions therein.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of March 4, 1918, Effective March 5, 1918, Modifying Section I, of the Regulation of Jan. 17, 1918, Making Provision for a More Adequate Supply of Fuel for Railroads, etc.

WASHINGTON, D. C., March 4, 1918.

It appearing to the United States Fuel Administrator that there is no longer need for the application of the provisions of Section I of the regulation referred to in the title hereof to certain portions of the country in which, by Section IX of said regulation, the same was made effective, but that in the remaining portions of the country in which said Section I was originally made effective the provisions of said Section I should be extended to all contracts and orders for coal made or accepted after January 17, as well as to such contracts and orders then on hand.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23 August, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, That the provision of Section I of the regulation of January 17, 1918, entitled "Regulation making provision for a more adequate supply of fuel for railroads, domestic consumers, public utilities, and other uses necessary to the national security," shall on and after March 5, 1918, be applicable only to producers of coal conducting coal operations in the States of Pennsylvania, Maryland, West Virginia, and Ohio, and in that part of Kentucky known as the eastern Kentucky coal field. Producers of coal in the districts above named shall continue subject to the provisions of said Section I until further notice in respect to filling all contracts and orders, whether the same were on hand on January 17 or have been made or accepted since that date, including also all future contracts or orders hereafter made or accepted by them.

H. A. GARFIELD,
United States Fuel Administrator.

TITLE VIII.

ORDERS AND REGULATIONS RELATING TO THE DISTRIBUTION OF ANTHRACITE.

*Allotments of Domestic Sizes of Anthracite Coal for the Coal Year 1918-1919:*¹

After the completion of an investigation into the prospective anthracite coal production for the coal year 1918-1919, the United States Fuel Administration, on June 1, 1918, announced an apportionment of that prospective production among the different sections of the United States.

These allotments were based on the consumption in the respective districts during the coal year 1916-1917, with such increases and decreases as changed requirements within each particular district, and the necessity of eliminating long hauls, demanded.

The apportionment covers only domestic sizes of anthracite, the balance of the anthracite production being required for war industries, public utilities and the army and navy.

The allotments for the particular sections in gross tons were as follows:

New England.....	10, 331, 000
Atlantic States.....	31, 417, 154
Central States.....	3, 481, 945
Northwest.....	2, 380, 000
All other States ²	000
Railroad Supply.....	2, 481, 754
Canada.....	3, 602, 000
Miscellaneous Exports.....	51, 930
Army and Navy Camps and Cantonments.....	600, 000
	<hr/> 54, 345, 783

¹ The plans for distribution for this year will follow the lines of distribution for the twelve months commencing with April 1, 1916. Figures are now being prepared, and will within a few days be sent to all State Administrators, which will show in total the tonnage of domestic sizes of anthracite coal allotted to that particular State and in detail to each community in the State of five hundred people or more.

Based on this, it is not going to be difficult to determine exactly what each community will receive, and the Local Administrator in the community will determine any change in distribution among the dealers that may be necessary.

Unless suggestions are received from him the distribution will follow the normal lines of the twelve months commencing with April 1, 1916, and the coal will be shipped by the regular coal-shipping companies through the regular channels of distribution to the dealer. (Extract from circular letter sent out by Distribution Division of United States Fuel Administration.)

² Savings from the estimates made, permitted a subsequent allotment of 146,000 tons to Iowa.

Order of the United States Fuel Administrator of July 31, 1918, Effective Aug. 3, 1918, Establishing an Anthracite Coal Zone Regulating the Distribution and Apportionment of Anthracite Coal from Coal Docks in the States of Minnesota, Upper Peninsula of Michigan, and Wisconsin on the Western Bank of Lake Michigan and Lake Superior.

WASHINGTON, D. C., July 31, 1918.

It appearing to the United States Fuel Administration that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the Army and Navy, that the greatest possible supply of anthracite coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of the coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the anthracite coal produced in the United States will facilitate the movement of anthracite coal and is necessary for the production of a sufficient quantity of anthracite coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation and modification by him from time to time and at any time hereafter, every shipper (which term shall include every person, firm, corporation or association shipping as owner, lessee or purchaser of any coal from lake docks) of anthracite coal from any of the coal docks in the States of Minnesota, Wisconsin and Illinois and the Upper Peninsula of the State of Michigan, located along the western bank of Lake Michigan and Lake Superior shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers for use and consumption within the following described section of the United States, viz:

- (1) The States of North Dakota, South Dakota, Minnesota and Wisconsin;
- (2) The Upper Peninsula of the State of Michigan;
- (3) That portion of the State of Iowa located on and north of a line coincident with the Illinois Central Railroad from Dubuque to Sioux City, Iowa;
- (4) The following named counties within the State of Illinois: Cook, Stephenson, Winnebago, Boone, McHenry, Lake, Ogle, Dekalb, Kane, Dupage, Lee, Kendall and Will.

This order shall be effective on and after August 3, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 2, 1918, Effective Aug. 7, 1918, Establishing an Anthracite Coal Zone, Regulating the Distribution and Apportionment of Anthracite Coal from Operations in the District known as Norfolk & Western Railway Group No. 1 Mines.¹

WASHINGTON, D. C., August 2, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the Army and Navy, that the greatest possible supply of anthracite coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities, and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the anthracite coal, produced in the various coal fields of the United States, for delivery and consumption thereof in the different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of anthracite coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of anthracite coal in the district known as the Norfolk & Western Railway Group No. 1 mines styled Blacksburg, Christiansburg, Merrimac mines and Vicker, Virginia, along the Norfolk & Western Railway in Virginia shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers for use and consumption within the following described section of the United States, hereinafter called consuming zone, viz:

(1) The States of North Carolina and Virginia and the District of Columbia, including Tidewater terminals;

(2) Points in West Virginia located on the direct lines of the Chesapeake & Ohio Railway, Norfolk & Western Railway and Virginian Railway, eastbound;

(3) That portion of the State of South Carolina on and east and north of a line coincident with the Southern Railway from Charlotte, North Carolina, through Chester, South Carolina to Columbia; thence coincident with the Seaboard Air Line Railway to Denmark; thence coincident with the Southern Railway to Charleston,

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or con-

¹ This order and the modification thereof dated August 31, 1918, were issued as modifications Nos. 5 and 6 of the order establishing Bituminous Coal "Zone N," but were in fact wholly independent of the original "Zone N" order, and related to the distribution of anthracite coal only.

sumer outside of the above designated zone, as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration; and

Provided, further, that this order shall not apply to anthracite coal

(a) Shipped for use as railroad fuel;

(b) Shipped, in whole or in part, by inland waterways (other than the Great Lakes), except where such shipment requires a rail movement, from the mines to the waterways terminating outside of the above designated consuming zone.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of anthracite coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after August 7, 1918.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Asst. United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 31, 1918, Effective 7 a. m. Sept. 5, 1918, Establishing an Anthracite Coal Zone, Regulating the Distribution and Apportionment of Anthracite Coal from Operations in the Districts known as Norfolk & Western Railway Group No. 1, and Group No. 2 Mines, and Modifying the Order of Aug. 2, 1918.

WASHINGTON, D. C., August 31, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the Army and Navy, that the greatest possible supply of anthracite coal should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the locations of the mines and the nature of the commodity, limited in part by the capacity of existing transportation facilities for the movement of coal from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coal cars, locomotives and other railroad facilities, and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coal cars, and the provision of the necessary supply of such coal for each consuming section of the country from the one or more coal fields nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coal fields and such section; and that apportionment of the anthracite coal, produced in the various coal fields of the United States, for delivery and consumption thereof in the different designated consuming sections of the United States, sometimes called a zoning system, will facilitate the movement of anthracite coal to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter, every producer (which term shall include every per-

son, firm, corporation or association operating as owner, lessee or purchaser of the entire output of a mine) of anthracite coal in the district known as the Norfolk & Western Railway Group #1 mines styled Blacksburg, Christiansburg, Merrimac Mines and Vicker, Virginia, and the district known as the Norfolk & Western Railway Group #2 mines styled Belspring, Dry Branch and Parrott, Virginia, along the Norfolk & Western Railway in Virginia, shall, except as hereinafter provided, sell, ship and distribute such coal only to dealers and consumers for use and consumption within the following described sections of the United States, hereinafter called consuming zone, viz:

(1) The States of North Carolina and Virginia and the District of Columbia, including Tidewater terminals;

(2) Points in West Virginia located on the direct lines of the Chesapeake & Ohio Railway, Norfolk & Western Railway and Virginian Railway, eastbound;

(3) That portion of the State of South Carolina on and east and north of a line coincident with the Southern Railway from Charlotte, North Carolina through Chester, South Carolina to Columbia; thence coincident with the Seaboard Air Line Railway to Denmark; thence coincident with the Southern Railway to Charleston,

Provided, however, that any such producer may ship such a quantity of coal of such special quality, and for such special use or purpose, and to such retail dealer or consumer outside of the above designated zone as may be described and designated in a permit issued by the United States Fuel Administration upon an application from such consumer, and in accordance with such rules and regulations as may be from time to time prescribed by the United States Fuel Administration; and

Provided, further, that this order shall not apply to anthracite coal

(a) Shipped for use as railroad fuel;

(b) Shipped in whole or in part, by inland waterways (other than the Great Lakes), except where such shipment requires a rail movement, from the mines to the waterways, terminating outside of the above designated consuming zone.

Wherever any boundary of the consuming zone described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of anthracite coal from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after 7 a. m. September 5, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 14, 1918, Effective Nov. 22, 1918, Establishing an Anthracite Coal Zone Regulating the Sale, Shipment, Distribution, and Apportionment of Anthracite Coal Produced in the Districts known as Norfolk & Western Railway Group No. 1 Mines and Norfolk & Western Railway Group No. 2 Mines.

WASHINGTON, D. C., November 14, 1918.

IT APPEARING to the United States Fuel Administrator that the orders of said Administrator relating to the sale, shipment, distribution, and apportionment of anthracite coal produced in the producing district hereinafter described, should be revised and embodied in a single regulation, establishing an anthracite coal zone,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the order of said Administrator dated August 2, 1918, entitled "Modification Number Five of Order of March 27, 1918, relative to Bituminous Coal Zone N (including therein additional territory), regulating the pro-

duction, sale, shipment, distribution, and apportionment of anthracite coal, and the method of such production, sale, shipment, distribution, and apportionment, by all producers of anthracite coal operating in the district known as the Norfolk & Western Railway Group No. 1 mines styled Blacksburg, Christiansburg, Merrimac Mines and Vicker, Virginia, along the Norfolk & Western Railway in Virginia," and the order of said Administrator dated August 31, 1918, entitled "Modification Number Six to order of March 27, 1918, relative to Bituminous Coal Zone N (including therein additional territory), regulating the production, sale, shipment, distribution, and apportionment of anthracite coal, and the method of such production, sale, shipment, distribution, and apportionment by all producers of anthracite coal operating in the district known as the Norfolk & Western Railway Group No. 1 Mines styled Blacksburg, Christiansburg, Merrimac Mines and Vicker, Virginia, and the district known as the Norfolk & Western Railway Group No. 2 Mines styled Belspring, Dry Branch and Parrott, Virginia, along the Norfolk & Western Railway, in Virginia," be, and the same hereby are, vacated and set aside as of the effective date of the regulation hereinafter established, and

Hereby makes and establishes the following regulation effective November 22, 1918, and until further or other order or regulation in the premises:

SECTION I.

Except as hereinafter provided, no anthracite coal produced in the district known as the Norfolk & Western Railway Group No. 1 mines styled Blacksburg, Christiansburg, Merrimac Mines and Vicker, Virginia, and the district known as the Norfolk & Western Railway Group No. 2 mines styled Belspring, Dry Branch and Parrott, Virginia, along the Norfolk & Western Railway in Virginia, hereby designated Anthracite Producing Zone, shall be sold, shipped, or distributed, except to consumers, and for use and consumption in the following-described districts of the United States, viz:

- (1) The State of North Carolina;
- (2) The State of Virginia, including tidewater terminals;
- (3) The District of Columbia;
- (4) That portion of the State of South Carolina east and north of a line coincident with the Southern Railway from Charlotte, North Carolina, through Chester, South Carolina, to Columbia; thence coincident with the Seaboard Air Line Railway to Denmark; thence coincident with the Southern Railway to Charleston;
- (5) That portion of the States of Maryland and Delaware located south and east of a line coincident with the eastern bank of Chesapeake Bay and the southern bank of the Choptank River to Cambridge, Maryland, thence coincident with the Philadelphia, Baltimore & Washington Railroad to Seaford, Delaware; thence coincident with the Philadelphia, Baltimore & Washington Railroad from Georgetown, Delaware, through Lewes to Delaware Bay.

SECTION II.

The territory described in Section I hereof is hereby designated Anthracite Consuming Zone, and wherever any boundary of said zone follows a line of railway, said zone shall include all points on the portion of the line of railway included in said boundary, and all places within the switching limits of said points.

SECTION III.

Coal consigned in accordance with Section I hereof shall not be diverted to any point outside said consuming zone, unless the consent in writing of the Coal Zone Permit Bureau of the United States Fuel Administration to such diversion shall first have been obtained.

SECTION IV.

The provisions of Section I of this regulation shall not apply to, or restrict, deliveries of anthracite coal from said producing zone, by wagon, or truck, or shipments of such coal

(a) For use as railroad fuel;

(b) In whole or in part, by inland waterways (other than the Great Lakes), except where such shipment requires a rail movement from the mines to the waterways terminating outside said consuming zone.

Any person, firm, association, or corporation violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Circular Letter from the General Director of Distribution of the United States Fuel Administration and the Assistant U. S. Fuel Administrator, Approved by the United States Fuel Administrator, to State Fuel Administrators and the Anthracite Coal Committee, dated Oct. 17, 1918, Relative to the Anthracite Distribution Program.

WASHINGTON, D. C., October 17, 1918.

To State Fuel Administrators and the Anthracite Coal Committee:

In order that State Fuel Administrators and the Anthracite Coal Committee may clearly understand the plans of the Fuel Administration to secure the proper distribution of anthracite coal within the respective states, and to relieve the emergency needs of domestic consumers, the Fuel Administration at this time calls particular attention to the following instructions:

1. Whenever a particular community is falling behind in its receipts of anthracite coal, the State Fuel Administrator may notify the Anthracite Committee instructing that shipments be increased to that particular community until it is brought up to a parity with the other communities. If he so desires, the State Fuel Administrator will indicate to the Anthracite Committee the particular dealers in the community who have not received their proper proportion of anthracite, giving in such cases the usual source of supply of such retail dealer.

2. In emergencies a State Fuel Administrator may place a specific requisition with the Anthracite Committee for shipment of a specific number of cars to a particular retail dealer advising at the same time the usual source of supply of such dealer, but until further advised State Fuel Administrators shall not place such requisitions in any one month for a total tonnage in excess of 3% of the anthracite coal due their respective states in such month. This limit of 3% will be raised if it is found inadequate.

3. State Fuel Administrators may divert anthracite coal from one dealer to another in order to equalize distribution as between the retail dealers in any one community in order to relieve emergency cases.

4. The Anthracite Committee will immediately acknowledge instructions received from State Fuel Administrators under paragraph #1 above and advise them of what action is taken. The Anthracite Committee will also immediately honor all requisitions received from State Fuel Administrators under paragraph #2 above, by placing orders with producing companies and requiring the production companies to acknowledge the orders so placed and advise when the coal is shipped, so that this information can be communicated to the State Fuel Administrators.

5. Before a State Fuel Administrator places a requisition with the Anthracite Committee under paragraph #2 above, he shall first secure from the dealer a certified check for \$300.00 per car. When the producer makes shipment on the requisition he shall make out invoice to the dealer, but same shall be mailed to the State Fuel Administrator together with the check for the difference between the amount of the invoice

and \$300.00. Upon receipt of the invoice and the check, the State Fuel Administrator shall forward same to the retail dealer and at the same time forward the dealer's certified check, properly endorsed, to the producer.

6. Before diverting coal as provided in paragraph #3 above, a State Fuel Administrator shall first secure a certified check from the retail dealer, to whom the coal is to be diverted, which check shall be handled in the same manner as provided in paragraph #5.

7. The Indiana State Fuel Administrator will communicate his instructions in regard to distribution of anthracite coal as provided above to Mr. F. N. Pease, District Representative of the Anthracite Committee at Chicago. The State Fuel Administrators of Ohio and Michigan will communicate their instructions to Mr. W. C. Blodgett, District Representative of the Anthracite Committee at Buffalo.

8. The above instructions do not apply to the distribution of anthracite coal in North and South Dakota, Minnesota, Wisconsin and Illinois, as satisfactory plans are already in operation in these states.

Very truly yours,

U. S. FUEL ADMINISTRATION,
J. D. A. MORROW,
General Director Distribution.
CYRUS GARNSEY, Jr.,
Assistant U. S. Fuel Administrator.

Approved:

H. A. GARFIELD,
United States Fuel Administrator.

TITLE IX.

ORDERS AND REGULATIONS GOVERNING JOBBERS AND LICENSED DISTRIBUTORS.¹

Section 1.—Orders Relating to Jobbers.

Executive Order of the President of the United States of Aug. 23, 1917, Issued as Paragraphs 1, 2 and 3, of Publication No. 3, of the United States Fuel Administration, Establishing Jobbers' Margins.

The following regulations shall apply to the intrastate, interstate, and foreign commerce of the United States, and the prices and margins referred to herein shall be in force pending further investigation or determination thereof by the President.

JOBBER'S MARGINS.

1. A coal jobber is defined as a person (or other agency) who purchases and resells coal to coal dealers or to consumers without physically handling it on, over, or through his own vehicle, dock, trestle, or yard.

2. For the buying and selling of bituminous coal a jobber shall not add to his purchase price a gross margin in excess of 15 cents per ton of 2,000 pounds, nor shall the combined gross margins of any number of jobbers who buy and sell a given shipment or shipments of bituminous coal exceed 15 cents per ton of 2,000 pounds.

3. For buying and selling anthracite coal a jobber shall not add to his purchase price a gross margin in excess of 20 cents per ton of 2,240 pounds when delivery of such coal is to be effected at or east of Buffalo. For buying or selling anthracite coal for delivery west of Buffalo a jobber shall not add to his purchase price a gross margin

¹ For other orders and rulings affecting Jobbers and Distributors, particularly with reference to the charging of a Jobber's Margin or Purchasing Agent's Commission, reference is made to Chapter II and to Chapter III, Title IV and Title VII, and the notes thereunder.

in excess of 30 cents per ton of 2,240 pounds. The combined gross margins of any number of jobbers who buy and sell a given shipment or shipments of anthracite coal for delivery at or east of Buffalo shall not exceed 20 cents per ton of 2,240 pounds, nor shall such combined margins exceed 30 cents per ton of 2,240 pounds for the delivery of anthracite coal west of Buffalo. Provided that a jobber's gross margin realized on a given shipment or shipments of anthracite coal may be increased by not more than 5 cents per ton of 2,240 pounds when the jobber incurs the expense of rescreening it at Atlantic or lake ports for transshipment by water.

* * * * *

THE WHITE HOUSE, August 23, 1917.

WOODROW WILSON.

Regulations of the United States Fuel Administrator of Oct. 6, 1917, Issued as Paragraphs 6 to 12, of Publication No. 9 of the United States Fuel Administration Concerning Jobbers and the Prices at which They May Sell Coal under Contract of Purchase or Sale.

WASHINGTON, D. C., 6 October, 1917.

The following orders, rulings, and regulations relating to coal prices and governing the sale, shipment, and distribution of coal are promulgated by the United States Fuel Administrator on behalf of the President under the authority of the Act of Congress approved August 10, 1917, entitled "An Act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," and an Executive order of the President dated August 23, 1917, appointing said Fuel Administrator.

* * * * *

REGULATIONS CONCERNING JOBBERS.

6. Operators who maintain their own sales department, whether in their own name or under a separate name, and dispose of coal directly to the dealer or consumer, shall not charge any jobber's commission. A jobber must be entirely independent of the operator, in fact as well as in name, in order to be entitled to charge a jobber's commission.

7. Free coal shipped from the mines subsequent to the promulgation of the President's order fixing the price for such coal shall reach the dealer at not more than the price fixed by the President's order plus only the prescribed jobber's commission (if the coal has been purchased through a jobber) and transportation charges.

8. A jobber who had already contracted to buy coal at the time of the President's order fixing the price of such coal; and who was at that time already under contract to sell the same, may fill his contract to sell at the price named therein.

9. A jobber who, at the time of the President's order fixing the price of the coal in question at the mine, had contracted to buy coal at or below the President's price, and at that time had no contract to sell such coal, shall not sell the same at a price higher than the purchase price plus the proper jobber's commission as determined by the President's regulation of August 23, 1917.

10. A jobber who, at the time of the President's order fixing the price of the coal in question, was under contract to deliver such coal at a price higher than a price represented by the price fixed by the President or the Fuel Administrator for such coal plus a proper jobber's commission as determined by the President's regulation of August 23, 1917, shall not fill such contract with coal purchased after the President's order became effective and not contracted for prior thereto at a price in excess of the President's price plus the proper jobber's commission.

11. A jobber who, at the date of the President's order fixing the price of the coal in question, held a contract for the purchase of coal without having already sold or contracted to sell such coal, shall not sell such coal at more than the price fixed by

the President or the Fuel Administrator for the sale of such coal after the date of such order, plus the jobber's commission as fixed by the President's regulation of August 23, 1917.

12. Every jobber of coal or coke in the United States shall file with the Federal Trade Commission, Washington, D. C., on or before October 25, 1917, a statement showing (1) his name; (2) post-office address; (3) date of the establishment of his business; (4) names of stockholders, members, and partners of the jobbing concern; (5) financial interests of stockholders, members, and partners of the jobbing concern in any mine producing coal. Any jobbing concern which may be established after the issuance of this regulation shall immediately upon its organization file a similar statement with the Federal Trade Commission.

* * * * *

H. A. GARFIELD,
Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 27, 1917, Authorizing the New England Fuel Administrator to Obtain and Supply Coal to Meet Cases of Special Emergency and Amending Paragraph 11 of Publication No. 9 of the United States Fuel Administration as to Coal Requisitioned by said Administrator.

WASHINGTON, D. C., October 27, 1917.

It appearing to the United States Fuel Administrator that the amount of free or spot coal immediately obtainable for shipment into New England is insufficient to supply the immediate demands of all consumers therein and that the distribution of coal in New England has been such, owing to an increased demand therein for coal and to other causes, as to create in various localities individual cases of great exigency; and that, due to the limitation of transportation facilities and the distance between the coal fields and New England, there is need of further action to meet the increased demands for coal by certain industries in New England engaged in production for the United States Government, or conducting activities, especially public utilities, the uninterrupted operation of which is essential to the greatest efficiency of various industrial plants engaged in such production for the United States Government, and that there are certain supplies of coal in New England available to relieve in part the shortage of coal in some of said industrial plants, but purchased prior to the President's orders of 21 August and 23 August, 1917, at prices higher than those named in said orders respectively;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further, or other order of the United States Fuel Administrator, and subject to modification hereafter by him;

(1) The New England Fuel Administrator is hereby authorized and empowered, without prior communication with the United States Fuel Administrator in Washington,

(a) to arrange with any consumer, not in the coal business, or with any jobber with respect to any coal not physically handled by such jobber, for the transfer, at the prices for bituminous coal fixed by the President in his order of 21 August, 1917, or at the prices for anthracite coal fixed by the President in his order of August 23, 1917 (as heretofore or hereafter modified or amended either generally or for special cases), of an amount of coal, specified by the New England Fuel Administrator, but not exceeding one full carload lot, to any consumer located in New England for the use of such consumer therein, or to any retail dealer in said New England for sale by said retailer at retail to his customers, whenever said New England Fuel Administrator is satisfied,

after investigation by him, that sufficient necessity exists for such transaction, and to arrange, as a part of the transaction and in connection with the transfer, for the future sale and delivery by the United States Fuel Administrator, or by some one through his procurement, to the consumer or jobber, from whom such supply of coal is to be furnished, of a like amount of coal, of the same quality and at the President's prices therefor fixed as aforesaid, as the amount of coal so supplied through such arrangement of the New England Fuel Administrator;

(b) To authorize any person found by him, after investigation, to be the bona fide owner of any coal purchased by him in the manner provided in the following paragraph (2), and physically handled by him by unloading it from vessel or car, and actually in his possession in a yard, pocket, or other customary storage place for coal in New England, to sell a specified quantity of such coal to any consumer found by said New England Fuel Administrator, after investigation, to be in need thereof in order reasonably to assure the continued and uninterrupted operation within New England of a public utility or of an industrial plant or of any undertaking of a State, county, city, town, or other governmental subdivision, in any case found by said Administrator to be essential directly or indirectly to the national security and defense or to the efficient prosecution of the war. Any such sale may be made at such price, to be first approved by the New England Fuel Administrator, as shall not exceed the price at which such coal could have been sold by such owner thereof if the latter were at the time of the sale a retailer of coal and were selling such coal upon the basis prescribed in the order of the United States Fuel Administrator dated October 1, 1917, relative to maximum gross margins for retail coal dealers.

(2) The New England Fuel Administrator is hereby authorized and empowered, upon first obtaining the written or telegraphic approval of the United States Fuel Administrator in each case to authorize any person found by him, after investigation, to be the bona fide owner of any coal, purchased by such owner under a valid and bona fide contract made prior to August 21, 1917 (exhibited to, and of which a copy shall be filed with, said New England Fuel Administrator), to sell a specified quantity of such coal, if actually present in New England although not yet unloaded from the vessel or car in which it has been transported into New England, to any consumer or dealer found by him after investigation to be in actual and immediate need of such coal for use or distribution within New England, and to permit such sales at such price, in excess of the price therefore fixed by the President as heretofore or hereafter modified or amended either generally or for special cases, as, in the judgment of said New England Fuel Administrator, shall not exceed the actual cost of said coal to such owner thereof plus a profit thereon not exceeding the amount of a jobber's gross margin as fixed and limited in the President's order of August 23, 1917;

(3) No authorization by the New England Fuel Administrator under any of the provisions of this order shall be a continuing authorization, but shall lapse and terminate upon the delivery of the quantity of coal, at the place, and in the manner, therein specified;

(4) A copy of every authorization made by the New England Fuel Administrator under any of the provisions of this order shall be at once forwarded to the United States Fuel Administrator in Washington.

H. A. GARFIELD,
United States Fuel Administrator.

*Order of the United States Fuel Administrator of Nov. 8, 1917, Empowering States Fuel Administrators to Authorize Sales of Coal by Jobbers at the Cost Price to Said Jobbers plus the Jobber's Margin and Amending Paragraph 11 of Publication No. 9 of the United States Fuel Administration.*¹

WASHINGTON, D. C., November 8, 1917.

It appearing to the United States Fuel Administration that the amount of free or spot coal immediately obtainable is insufficient to supply the immediate demands of all consumers in various parts of the United States, and that the distribution of coal therein has been such, owing to an increased demand therein for coal and to other causes, as to create in various localities cases requiring additional supplies, and a need for the use of further agencies for distribution, of coal:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further, or other, order of the United States Fuel Administrator, and subject to modification hereafter by him, from time to time, and at any time;

¹ Your immediate attention is called to the enclosed order of the United States Fuel Administrator which provides an important extension of Ruling 11 relating to jobbers. After careful consideration it has been determined to modify Ruling II to the extent of permitting jobbers who are able to establish to the satisfaction of the State Administrator a bona fide and enforceable contract made prior to the date of the President's order, to dispose of the unsold coal covered by said contract, under conditions set forth in the order enclosed. We are advised that the terms of this order should do much to relieve the existing situation throughout the Country and you are urged therefore to lose no time in making its provisions effective.

In effect the order provides as follows:

(1) The jobber must establish to the satisfaction of the Fuel Administrator of the State in which he desires to sell the coal that his contract is bona fide, and enforceable, and made prior to the date of the President's order.

(2) He must give proof of the amount of coal still unsold under his contract and state the names, addresses and occupations of the persons to whom he proposes to sell.

(3) The State Administrator shall, however, have the right to specify the persons to whom the coal must be sold and the jobber must undertake to sell the coal to such persons and in such amounts as the State Administrator may designate.

(4) The price at which the coal shall be sold shall not exceed the contract price plus the amount of the jobber's commission as fixed in the President's order.

(5) If the contract is not proved to be bona fide and enforceable, the coal may not be sold in excess of the price fixed in the President's order, plus the jobber's commission.

By the foregoing provisions, the State Administrator is given not only full authority to determine the validity of the jobber's contract, but an opportunity in the distribution of the coal to provide for the pressing needs of his own territory. While the desirability will be recognized of not disturbing the usual channels of trade any more than may be necessary, Administrators will keep in mind the necessity of providing for the immediate needs of domestic consumers and small manufacturers.

Please note that all decisions, rulings and authorizations made by the State Administrators under this order must be in writing and copies must be forwarded to this office. Records of the distribution of coal under this order must also be kept and copies sent to this office for the attention of the Department on Emergency Needs.

You will also bear in mind that the jobbers have now filed with the Federal Trade Commission in Washington, the statements required by Ruling 12, and that copies of all contracts made by jobbers with operators, dealers or consumers are also on file with the Commission and available for our inspection here we shall therefore be able to check up all transactions under these contracts and to use the information thus obtained in connection with any future plan to license jobbers.

For obvious reasons, it is desirable that the provisions of this order be made effective without delay. To accomplish this result, you will doubtless require immediate assistance, particularly of counsel to pass upon the legality of contracts submitted. It is hoped that you may be able to enlist the voluntary services temporarily of counsel of standing in the community, in whose judgment you have full confidence. In addition to providing yourself with such clerical assistance as may be needed temporarily, you will also call upon us for any assistance we can render. (Letter from the United States Fuel Administrator to all State Fuel Administrators, dated, Nov. 8, 1917, interpreting and explaining the order of that date.)

(1) The New England Fuel Administrator, for the New England States, and the State Fuel Administrator, for any other state, may authorize from time to time, subject to the conditions hereinafter stated, any jobber, wholesaler, or other person found by him after investigation and upon advice of counsel, to be the bona fide owner of any bituminous coal, purchased by such owner under a valid and bona fide contract made prior to August 21, 1917, or of any anthracite coal so purchased under such a contract made prior to August 23, 1917, to sell a specified quantity of such coal, from unsold tonnage covered by such contract to any consumer or dealer found by such Administrator after investigation to be in need of such coal to meet his reasonable requirements for use or distribution within the jurisdiction of such Administrator, as the case may be, upon and subject to the following terms and conditions:

(a) The person desiring to make such sale shall exhibit to such Administrator the contract under which he claims to be the owner of coal which he desires to sell, together with evidence satisfactory to the Administrator upon advice of counsel, that the contract was made in good faith prior to the date of the President's order fixing the price of the kind of coal covered by said contract and that the same is in effect and enforceable at law, and shall file a copy of such contract with the Administrator.

(b) Such person shall prove by evidence satisfactory to the Administrator the amount of coal already sold or contracted to be sold by such person under any contract so submitted to the Administrator, the amount of coal unsold thereunder and still available for sale, and shall furnish the name, address, and occupation of the proposed purchaser and the location of the residence, plant, or place of business at which it is desired to deliver such coal for use or retail distribution, as the case may be.

(c) Only such an amount of coal shall be sold by such person to any consumer or dealer as such Administrator shall specify in his authorization of such sale, and the fact of such sale together with the name of the vendee, the amount of coal delivered, the place of delivery, and the price of the coal delivered, shall be promptly reported to such Administrator.

(d) The price at which any coal authorized by any Administrator to be sold hereunder may be sold, shall not exceed the contract price thereof, as found by the Administrator and stated in his authorization of such sale, plus the amount of a jobber's gross margin, as fixed and limited in the President's order of August 23, 1917.

(e) Any person requesting authority from the Administrator to sell coal under the provisions of this order, shall, by reason of his request therefor, be deemed to agree to sell to any consumers or dealers whom the Administrator may designate and for use or distribution by such consumers or dealers, as the case may be, such quantity, as the Administrator may require of the coal then unsold and not covered by any contract for the sale thereof made prior to the date of the President's order fixing the price for such coal, to which such person may be entitled under the contract exhibited to the Administrator.

(f) If any contract presented to an Administrator under this order is found by such Administrator not to conform to the requirements of paragraph (a) above, such contract shall not be presented by the jobber, wholesaler, or other person claiming rights thereunder, to any other State Fuel Administrator as a basis for authority to make sales of coal alleged to be covered by such contract, unless and until the contract shall have been presented to the United States Fuel Administrator and approved by him as a contract conforming to the requirements of said paragraph (a), and the fact of such rejection of any contract by a State Fuel Administrator shall be at once reported by the person claiming rights thereunder to the United States Fuel Administrator.

(2) All decisions, rulings, and authorizations made by the New England or any State Fuel Administrator under any of the provisions of this order must be in writing and copies thereof forwarded to the United States Fuel Administrator in Washington.

(3) Records of the distribution of coal made or authorized under the provisions of this order shall be kept by the New England and State Administrators making the same and copies of such records shall be sent as made, endorsed "Attention of Department of Emergency Needs," to the Office of the United States Fuel Administrator in Washington.

(4) Ruling numbered 11 in the order of the United States Fuel Administrator dated 6 October, 1917 (printed as Publication No. 9), relative to jobbers holding, at the date of the President's order fixing the price of the coal in question, contracts for the purchase of coal without having already sold or contracted to sell such coal, shall not apply to any sales by jobbers which they may be duly authorized by the New England or any State Fuel Administrator to make in accordance with the provisions of this order.

(5) Paragraph (2) of the order of the United States Fuel Administrator dated October 27, 1917, which paragraph authorized and empowered the New England Fuel Administrator to authorize sales of coal in New England not at the time unloaded from a vessel or car, is hereby terminated from and after November 8, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 9, 1917, Effective 7 A. M., Nov. 10, 1917, Prohibiting the Addition of Jobbers' Margins to Maximum Prices for Beehive Coke, Issued in Publication No. 13 of the United States Fuel Administration.

WASHINGTON, D. C., November 9, 1917.

It appearing to the United States Fuel Administrator that various regulations should be put in force at once for the better regulation of the distribution of coke and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the price of coke shall be understood as the price per ton of 2,000 pounds f. o. b. cars at the plant where the coke is manufactured.

All the maximum prices mentioned herein shall apply to car lots sold to consumers or to dealers for wagon delivery; any commissions paid to selling agencies, or margins allowed to jobbers, shall be paid by the vendors, and shall not be added to the prices established hereby.

* * * * *

This order to become effective 7 A. M., November 10, 1917, and to remain in effect until January 1, 1918, or until superseded by further order.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 17, 1917, Effective 7 A. M., Nov. 19, 1917, Prohibiting the Addition of Jobbers' Margins to Maximum Prices for By-Product and Gas Coke, Issued in Publication No. 13 of the United States Fuel Administration.

WASHINGTON, D. C., November 17, 1917.

It appearing to the United States Fuel Administrator that various regulations should be put in force at once for the better control of the distribution of by-product coke and of gas coke, and of the prices at which the same may be sold, the United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917, hereby orders and directs as follows:

The price of coke shall be understood as the price per ton of 2,000 pounds f. o. b. cars at the plant where the coke is manufactured.

All the maximum prices mentioned herein shall apply to car lots sold to consumers or to dealers for wagon delivery; any commissions paid to selling agencies, or margins allowed to jobbers, shall be paid by the vendors, and shall not be added to the prices established hereby.

* * * * *

This order becomes effective 7 A. M., November 19, and will remain in effect until January 1, 1918, or until superseded by further order.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 24, 1917, Effective 7 A. M., Dec. 29, 1917, Isued as Publication No. 16 of the United States Fuel Administration, Regulating the Making of Contracts by Jobbers of Coal and Coke.

WASHINGTON, D. C., December 24, 1917.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated August 23, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, That until further or other order of the United States Fuel Administrator, and subject to modification hereafter from time to time and at any time, the following regulations are established relative to—

CONTRACTS FOR THE SALE OF COAL AND COKE.

A coal or coke operator or producer may, in accordance with these regulations, and not otherwise, make contracts for the sale of coal mined or produced, or of coke produced or made, by him with any consumer or other person including jobbers.

(1) No such contract shall provide for the delivery or supply of coal or coke over a period longer than one year; and such period of one year shall terminate at a date not more than 18 months from the date of actual execution of the contract.

* * * * *

(4) Every such contract shall provide that the same shall be forthwith canceled and of no further binding effect upon either party thereto, upon receipt of a request or an order from the United States Fuel Administrator for such cancellation, and that in case of such cancellation neither party to the contract shall be under any further liability to the other thereunder and that neither shall have any claim against the United States by reason of such contract or the cancellation thereof.

(5) Every such contract shall provide that coal or coke deliverable thereunder shall be subject to requisition by the United States Fuel Administrator, including under the term requisition the right to divert such coal or coke to any other party than the purchaser named in the contract; that such requisition may be made at any time during the continuance of the contract and prior to actual receipt and unloading of the coal or coke so requisitioned, at the point of ultimate destination, by the person entitled thereto under the terms of the contract; that such requisition shall be made at the going Government price at the date of shipment from the mine of the coal so requisitioned or of the shipment of the coke so requisitioned from the place of production or storage thereof, and without other or further liability of the Government to either party to the contract than the payment of such price and freight, so far as either party to the contract may at the time of such requisition or diversion be liable for such freight payment.

(6) A jobber may make contracts for the sale of coal or coke owned by him, or to which he is entitled under contracts made by him with operators or producers in con-

formity with these regulations, at a price not exceeding the purchase price paid or payable by such jobber for such coal or coke under the limitations of the foregoing paragraphs numbered (2) and (3), plus such commission on coal (not on coke) as may, at the time of the shipment thereof from the mine where such coal is produced, be the then permissible jobber's commission. All such contracts by jobbers for the sale of coal or coke shall conform to the provisions and requirements in the foregoing paragraphs numbered (1), (4), and (5).

(7) Every coal or coke operator or producer and every jobber shall send within 10 days of the execution of any contract by him a certified copy thereof to the United States Fuel Administrator at Washington, D. C., marked "Attention of legal department."

CROSS HAULING.

No contract may be made, or if made hereafter will be recognized as valid, by the United States Fuel Administrator, which involves railroad cross hauling of coal, except in the case of gas coal or coal to be used for by-product purposes.

ORAL CONTRACTS.

Oral contracts for the delivery or supply of coal or coke will in no cases be recognized by the Fuel Administrator as valid or binding upon either party thereto and are hereby prohibited.

CANCELLATION AND TERMINATION.

All and any contracts for the sale of coal or coke are subject to cancellation and termination at any time by the President or by the United States Fuel Administrator acting under authority of the President.

This order shall be effective December 29, 1917, 7 a. m.

H. A. GARFIELD,
United States Fuel Administrator.

Section 2—Orders Relating to Licensed Distributors.

*Proclamation by the President of the United States of Mar. 15, 1918, Requiring the Licensing of Distributors of Coal and Coke, Issued in Publication No. 22 of the United States Fuel Administration.*¹

WHEREAS, Under and by virtue of an act of Congress entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel,"

¹ Decisions of the License Board, referred to as L. B. D.-1, etc., interpreting the President's Proclamation requiring the Licensing of distributors of coal and coke.

No License is required if the producer distributes only its own product. (L. B. D.-24.)

A producer distributing coal other than its own product is required to have a license. (L. B. D.-23.)

A jobber is defined in Paragraph 1, Publication # 3, as "a person (or other agency) who purchases and resells coal to coal dealers or to consumers without physically handling it on, over, or through his own vehicle, dock, trestle, or yard. (L. B. D.-14.)

A retail dealer who sells carload lots of coal or coke without physically handling the same is required to have a license. (L. B. D.-25.)

A salesman who acts for one or more licensees where all bills and reports are made in the licensee's name, is not required to have a license. (L. B. D.-27.)

A salesman for a retail dealer is not required to have a license but is construed to be an employee of the retail dealer. Payment for his services cannot be added to the price allowed to retail dealers by local or State Fuel Administrators. (L. B. D.-26.)

Licenses will not be denied because the applicant has entered upon the business of distributing coal or coke after April 1, 1918. (L. B. D.-21.)

An employer distributing coal or coke to his employees, and physically handling the same, is construed to be a retail dealer, and is not required to have a license for such distribution.

This ruling is subject to the provisions of Paragraph 5 of the order of March 8, 1918 (infra, Chapter III, Title X). (L. B. D.-48.)

approved by the President on the 10th day of August, 1917, it is provided among other things as follows:

"That by reason of the existence of a state of war, it is essential to the national security and defense, for the successful prosecution of the war, and for the support and maintenance of the Army and Navy, to assure an adequate supply and equitable distribution, and to facilitate the movement of foods, feeds, fuel, including fuel oil and natural gas, and fertilizer and fertilizer ingredients, tools, utensils, implements, machinery, and equipment required for the actual production of foods, feeds, and fuel, hereafter in this act called necessities; to prevent, locally or generally, scarcity, monopolization, hoarding, injurious speculation, manipulations, and private controls, affecting such supply, distribution, and movement; and to establish and maintain governmental control of such necessities during the war. For such purposes the instrumentalities, means, methods, powers, authorities, duties, obligations, and prohibitions hereinafter set forth are created, established, conferred, and prescribed. The President is authorized to make such regulations and to issue such orders as are essential effectively to carry out the provisions of this act."

AND WHEREAS, it is further provided in said act as follows:

"That, from time to time, whenever the President shall find it essential to license the importation, manufacture, storage, mining, or distribution of any necessities, in order to carry into effect any of the purposes of this act, and shall publicly so announce, no person shall, after a date fixed in the announcement, engage in or carry on any such business specified in the announcement of importation, manufacture, storage, mining, or distribution of any necessities as set forth in such announcement, unless he shall secure and hold a license issued pursuant to this section. The President is authorized to issue such licenses and to prescribe regulations for the issuance of licenses and requirements for systems of accounts and auditing of accounts to be kept by licensees, submission of reports by them, with or without oath or affirmation, and the entry and inspection by the President's duly authorized agents of the places of business of licensees."

AND WHEREAS, it is further provided in said act as follows:

"That the President of the United States shall be, and he is hereby, authorized and empowered, whenever and wherever in his judgment necessary for the efficient prosecution of the war, to fix the price of coal and coke, wherever and whenever sold, either by producer or dealer, to establish rules for the regulation of and to regulate the method of production, sale, shipment, distribution, apportionment, or storage thereof among dealers and consumers, domestic or foreign."

AND WHEREAS, it is further provided in said act as follows:

"That in carrying out the purposes of this act the President is authorized to enter into any voluntary arrangements or agreements, to create and use any agency or agencies,"

AND WHEREAS, The President has heretofore designated and appointed Harry A. Garfield United States Fuel Administrator for the purpose of carrying into effect the provisions of said act, relating to fuel, and has directed that: "Said Fuel Administrator shall supervise, direct and carry into effect the provisions of said act and the powers and authority therein given to the President so far as the same apply to fuel as set forth in said act, and to any and all practices, procedure and regulations authorized under the provisions of said act applicable to fuel, including the issuance, regulation and revocation under the name of said United States Fuel Administrator of licenses under said act," and has authorized said Fuel Administrator to employ such assistants and subordinates as may from time to time be deemed by him necessary, said Fuel Administrator and such assistants and subordinates together constituting the governmental organization called the United States Fuel Administration.

AND WHEREAS, It is essential in order to carry into effect the provisions of said act, and in order to secure an adequate supply and equitable distribution, and to facilitate

the movement of certain necessities hereafter in this proclamation specified, that the license powers conferred upon the President by said act be at this time exercised to the extent hereinafter set forth,

NOW, THEREFORE, I, Woodrow Wilson, President of the United States of America, by virtue of the powers conferred on me by said act of Congress, hereby find and determine and by this proclamation do announce that it is essential in order to carry into effect the purposes of said act, to license certain classes of distributors of coal and coke to the extent hereinafter provided:

All persons, firms, corporations and associations (except those specifically exempted by said act of Congress, producers and miners of coal and manufacturers of coke, distributing exclusively their own product, and retail dealers, as defined in the United States Fuel Administrator's Order of October 1, 1917, Publication No. 7) engaged in the business of distributing coal or coke as jobber, broker, selling agent, purchasing agent, wholesaler, or in any capacity whatsoever, are hereby required to secure a license on or before April 1, 1918, which license will be issued under such rules and regulations governing the conduct of the business, as may from time to time be prescribed by the President of the United States or by the United States Fuel Administrator acting by virtue of the authority heretofore as aforesaid, or hereby, delegated to him by the President.

The United States Fuel Administrator shall supervise, direct and carry into effect the provisions of said act, and the powers and authority thereby given to the President, as the same applies to coal, coke, and other fuel, and to any and all practices, procedure and regulations authorized or required under the provisions of said act, including issuance, regulation, and revocation, in the name of said Fuel Administrator, of licenses under said act, and in this behalf he shall also do and perform such other acts and things as may be authorized or required of him from time to time by direction of the President, and under such rules and regulations as may be prescribed by the President from time to time.

For all the purposes aforesaid the United States Fuel Administrator may make use of the said governmental organization called the United States Fuel Administration.

Application for licenses may be made to the United States Fuel Administrator, Washington, D. C., upon forms prepared by him for that purpose.

Any person, firm, corporation or association, other than those hereinbefore excepted, who, without a license, issued pursuant to the proclamation, or whose license shall have been revoked, knowingly engages in or carries on, after the date aforesaid, any business for which a license is required under this proclamation, will be liable to the penalties prescribed by said act of Congress.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia, this 15th day of March, in the year of our Lord 1918, and of the independence of the United States of America the One Hundred and Forty-second.

By the President:

ROBERT LANSING, *Secretary of State.*

WOODROW WILSON.

Order of the United States Fuel Administrator, Effective April 1, 1918, Appointing a License Board and Defining its Powers and Duties.

It appearing to the United States Fuel Administrator that in order to carry into effect the provisions of the President's Proclamation of March 15, 1918, and the rules and regulations relating to licensees in the distribution of coal and coke thereunder, in effect April 1, 1918, Publication 22, that a License Board should be appointed from the staff of the United States Fuel Administrator with certain designated powers.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said orders and of an Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that until further or other order of the United States Fuel Administrator, and subject to modification hereafter from time to time and at any time,

(1) A Board to be known as the "License Board of the United States Fuel Administration" be and the same is hereby established.

(2) Such License Board shall be composed of three members selected from the staff of and by the United States Fuel Administrator.

(3) Such Board shall have the power to construe the rules and regulations relative to licenses for the distribution of coal and coke now in force or hereafter established, to recommend changes therein and additions thereto; to adopt practices and procedure; to consider complaints; to conduct investigations and hearings; and to recommend the issuance, regulation and revocation of licenses thereunder; and to perform such other acts and things as may be authorized and required of it, from time to time, by direction of the United States Fuel Administrator and under such rules and regulations as he may prescribe.

(4) Any two members of the Board may hold a meeting and act for the Board. A majority vote of the Board shall be required to establish any ruling, regulation, or order of the Board, but any ruling, regulation, or order signed by two members of the Board and entered in the Record Book of the proceedings of the Board shall have the same effect as if adopted at a meeting of the Board.

(5) Whenever one of the members of the Board is absent, the remaining two members may call in some other member of the staff to act temporarily as a member of the Board during the absence of the regular member.

(6) All proceedings, rulings, and orders of the Board shall be signed by at least two of the members of the Board.

(7) Such Board shall have the power to establish rules and regulations, for its own organization and to carry into effect the powers hereby delegated to it.

Noah H. Swayne, 2d, W. B. Symmes, Jr., and W. T. Alden be and hereby are designated and appointed members and said W. B. Symmes, Jr., Chairman, of such License Board, each to serve in such position during the pleasure of the United States Fuel Administrator.

This order to become effective the 1st day of April, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 20, 1918, Appointing James H. Allport a Member of the License Board of the United States Fuel Administration vice Noah H. Swayne, 2d, Resigned.

WASHINGTON, D. C., September 20, 1918.

James H. Allport is hereby designated and appointed a member of the License Board of the United States Fuel Administration, to fill the vacancy caused by the resignation of Noah H. Swayne, 2d, to serve in such position during the pleasure of the United States Fuel Administrator.

Effective this 20th day of September, A. D., 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Regulations Nos. 1 to 7 of the United States Fuel Administrator of Mar. 15, 1918, Effective 7 A. M., April 1, 1918, Approved by The President of the United States, Governing the Distribution of Coal and Coke by Licensees under the President's Proclamation of Mar. 15, 1918, Issued in Publication No. 22 of the United States Fuel Administration.

RULE 1. A licensee who, as owner or selling agent for another, sells coal or coke without physically handling the same on, over, or through his, or its, own vehicle, dock, trestle, or yard, shall not ask, demand or receive for such coal or coke more than the price fixed by the President or the United States Fuel Administrator for such coal or coke f. o. b. cars at the mines or ovens, and in effect at the date of the sale thereof, plus five (5) cents per ton of 2,240 pounds of anthracite coal, when such licensee incurs the expense of rescreening such coal at Atlantic or Lake ports for trans-shipment by water.¹

RULE 2. A licensee who acts as purchasing agent of coal for and by authority of a retail dealer or consumer without becoming the owner thereof may charge a purchasing commission not exceeding (a) the sum of fifteen (15) cents per ton of 2,000 pounds of bituminous coal, (b) five (5%) per cent of the delivered price of smithing coal when certified in writing by the retail dealer or consumer that such coal is to be used for smithing purposes only, (c) the sum of twenty (20) cents per ton of 2,240 pounds of anthracite coal when delivery of such coal is to be effected at or east of Buffalo, or (d) the sum of thirty (30) cents per ton of 2,240 pounds of anthracite coal when delivery of such coal is to be effected west of Buffalo, provided that such licensee may add to such purchasing commission five (5) cents per ton of 2,240 pounds of anthracite coal when such licensee incurs the expense of rescreening such coal at Atlantic or Lake ports for transshipment by water. The combined purchasing commissions of any number of licensees who act for a retail dealer or consumer in the purchase of a given shipment or shipments of coal shall not exceed the commissions herein allowed for one licensee. No licensee shall charge any purchasing commission as purchasing agent of coke for a retail dealer or consumer. Any coal or coke purchased by a licen-

¹ Decisions of the License Board, referred to as L. B. D.-1, etc., interpreting Rule 1 of the Regulations issued by the United States Fuel Administrator under the President's Proclamation requiring the licensing of distributors of coal and coke.

A licensee as jobber may, as heretofore, purchase and resell coal or coke for his own account. His profit is not limited except by Rule 1, which provides that he shall not ask, demand, or receive for such coal or coke more than the applicable government mine price at the date of shipment. (L. B. D.-15.)

Coal purchased by a licensee after August 23, 1917, may be resold after April 1, 1918, at the applicable Government mine price at time of shipment even though, on such resale, the licensee obtains a profit greater than that fixed in the President's order of August 23, 1917. (L. B. D.-19.)

No mine or base price having been fixed on anthracite screenings, anthracite small sizes, reclaimed or river anthracite, cerrillous anthracite, bernace screenings, canal coal, dead or smelter coal, these grades may be sold, and resold at the market price, the profit or commission in no case to be unfair, unreasonable or discriminatory. (L. B. D.-39.)

Coal shipped from mines prior to April 1, 1918, consigned to a licensee may be resold at applicable Government mine price plus jobber's margin permitted prior to April 1, 1918. (L. B. D.-16.)

No price having been fixed on coal mined in British Columbia, the same may be sold and re-sold in the United States at the prevailing market price; the profit in no case to be unfair, unreasonable or discriminatory.

A licensee, acting as purchasing agent for the purchase of such coal, will be restricted to the purchasing commission allowed in Rule 2. (L. B. D.-43.)

Under Rules 1 and 21, coal shipped after April 1, 1918, must be sold at the applicable Government mine price unless shipments are made under a *bona fide* contract enforceable at law, entered into prior to August 23, 1917. Contracts made after August 23, 1917, providing for a jobber's margin in addition to the applicable Government mine price, do not constitute an exception to this rule. (L. B. D.-20. Revised.)

see for any consumer or retail dealer may be charged and invoiced to such licensee as agent.¹

RULE 3. No licensee shall ask, demand or receive any commission, charge or profit as broker or purchasing agent from any consumer or retail dealer for the purchase of any coal which is owned by such licensee, or in which he or it has any direct or indirect interest, or for selling which such licensee is entitled to receive any commission or compensation as selling agent or otherwise, or which was produced from a mine controlled, directly or indirectly, by such licensee, or by the controlling owners

¹ Decisions of the License Board, referred to as L. B. D-1, etc., interpreting Rule 2 of the Regulations issued by the United States Fuel Administrator under the President's Proclamation requiring the licensing of distributors of coal and coke.

A licensee, as purchasing agent, may buy from any producer or licensee at the applicable government mine price and subject to Rule 3 may charge the purchasing commission allowed in Rule 2.

A licensee acting as a selling agent for one producer may, subject to the provisions of Rule 8, charge the purchasing commission allowed by Rule 2, on coal purchased from another producer. (L. B. D.-28.) (L. B. D.-33.)

A licensee who has been authorized by several consumers or retail dealers to purchase coal may, as agent, enter into a contract with one or more producers for the total amount which such consumers or retail dealers have authorized the licensee to purchase. (L. B. D.-1.)

A licensee may, under Rule 2, guarantee to the producer the payment of coal or coke purchased for a retail dealer or consumer. (L. B. D.-8.)

The licensee may use his regular forms for invoicing coal. (L. B. D.-9.)

The invoice need not contain the printed or stamped word "Agent" at the top thereof. (L. B. D.-10.)

Where only one licensee acts as purchasing agent, the invoice must state in separate items:

1. Actual cost of coal, f. o. b. mine.

2. Purchasing commission.

3. Freight charges, if paid by licensee.

4. Other allowable charges paid by licensee. (L. B. D.-11.)

The invoice of the producer may be made out to the consumer, retail dealer or licensee; if made out to the licensee, it must be to the licensee as "Agent." (L. B. D.-13.)

Two or more licensees acting as purchasing agents for a given shipment may divide the purchasing commission as they may mutually agree. (L. B. D.-31.)

Where two or more licensees act as purchasing agents, the invoice must state in separate items:

1. The actual cost of the coal f. o. b. mines, if purchased by and charged to the licensee rendering the invoice.

2. The number of cents per ton constituting the share of the purchasing commission agreed upon as the compensation of the licensee rendering the invoice. (L. B. D.-12.)

A licensee may, subject to the provisions of Rule 3, charge the purchasing commission allowed in Rule 2, when acting for a jobber in Canada who holds a license from the Fuel Controller of Canada, provided such licensee is not controlled by, or does not control such Canadian jobber. (L. B. D.-30.)

Purchasing agents are restricted to commission in Rule 2, on all shipments of smithing coal made after April 1, 1918, even though contract of sale was made prior thereto. (L. B. D.-36.)

A licensee acting as purchasing agent for coal, for which no mine or base price has been fixed, will be restricted to the purchasing commission specified in Rule 2. (L. B. D.-35.)

The expression "delivered price," includes the price the retail dealer or consumer pays for the coal delivered at his yard or plant. (L. B. D.-42.)

In making quotations a licensee should state in separate items the applicable government mine price and the purchasing commission. (L. B. D.-43.)

When a District Representative has requisitioned coal from a mine, the consignee of such coal shall not be required to pay more than the applicable government mine price, unless a licensee acting as purchasing agent for the consignee for whom requisition was made has previously purchased the coal for said consignee from such mine, in which event such licensee may receive the purchasing agent's commission allowed by Rule 2. (L. B. D.-41.)

When a District Representative requisitions coal from a mine through a licensee, such licensee may, subject to Rule 3, charge the purchasing commission allowed by Rule 2. (L. B. D.-47.)

A licensee having contracted as "Agent" with a producer for the total amount of the coal which he has been authorized to purchase by several retail dealers or consumers, may reconsign the cars of coal reaching him in regular shipments, to such retail dealers and consumers in accordance with their respective needs. (L. B. D.-46.)

A retail dealer who actually pays a purchasing agent the commission allowed by Rule 2, may treat such commission as a part of the cost of coal to him, and need not deduct the same from the gross margin of profit allowed by the local Fuel Administrator. (L. B. D.-38.)

of such licensee, or from a mine whose owner or the stockholders, members, or partners who control such owner also control directly or indirectly such licensee.¹

RULE 4. No licensee shall rebate or pay to any owner of a mine producing coal or to any person directly or indirectly interested therein, either as stockholder, partner, member of association or otherwise, any part of any commission, charge or profit received by such licensee.

RULE 5. No person exclusively employed as salesman by a single producer or exclusively employed as purchasing agent by a single consumer, shall be required to procure a license for the performance of his duties as such salesman or purchasing agent.²

RULE 6. Contracts relating to bituminous coal made before the President's Executive Order of August 21, 1917, and contracts relating to anthracite coal made before the President's Executive Order of August 23, 1917, which are bona fide in character, and enforceable at law, shall not be affected by Rule 1 hereof, but coal purchased or sold under such contracts shall be governed by Paragraphs 8, 9, 10 and 11 (as modified by the Order of the United States Fuel Administrator, dated November 8, 1917), of Publication No. 9 of the United States Fuel Administration.³

¹ Decisions of the License Board, referred to as L. B. D.-1, etc., interpreting Rule 3 of the Regulations issued by the United States Fuel Administrator under the President's Proclamation requiring the licensing of distributors of coal and coke.

One of the main purposes of Rule 3, is to insure retail dealers and consumers the option of deciding for themselves whether they will purchase directly from the producer or employ a licensee to purchase for them. (L. B. D.-2.)

If the licensee is in a position to dictate the policy of the producer so as to prevent sales to a consumer or retail dealer who does not employ the licensee as purchasing agent, the presumption will arise that there is a direct or indirect control. (L. B. D.-3.)

A licensee owning a majority interest in a producing company is in a position to dictate the policy of such producer, and could prevent it from selling to any consumer or retail dealer who does not employ the licensee as purchasing agent, and, therefore, controls such producer within the meaning of Rule 3. (L. B. D.-4.)

(L. B. D.-5.)

(L. B. D.-6.)

(L. B. D.-7.)

The test of control will not be limited to the ownership of a majority of stock. Ownership of the stock of a licensee by one or more producers, constitutes control within the spirit of Rule 3, and prevents the licensee from adding a purchasing commission on coal produced by any of said producers. (L. B. D.-8.)

A licensee having an agreement with a producer to handle its entire output becomes a selling agent and cannot collect a purchasing commission on such output. (L. B. D.-9.)

The practice of a licensee charging a purchasing commission on coal produced by a mine controlling, controlled or owned by another licensee, where such other licensee in turn charges a purchasing commission on coal produced by a mine controlling, controlled or owned by the first licensee will be considered as an evasion of the Rules and Regulations governing the distribution of coal and coke. (L. B. D.-10.)

A licensee, as purchasing agent, must not make any profit, directly or indirectly, other than his purchasing commission. (L. B. D.-11.)

A licensee who has received or is entitled to a commission from a producer, cannot ask, demand, or receive the purchasing commission allowed in Rule 2, even though the purchase is invoiced to the consumer at the applicable government mine price. (L. B. D.-12.)

A licensee cannot charge any sum in addition to the purchasing commission allowed by Rule 2, for services rendered as a Fuel Engineer. (L. B. D.-13.)

² Decisions of the License Board, referred to as L. B. D.-1, etc., interpreting Rule 5 of the Regulations issued by the United States Fuel Administrator under the President's Proclamation requiring the licensing of distributors of coal and coke.

(L. B. D.-22.)

³ Decisions of the License Board, referred to as L. B. D.-1, etc., interpreting Rule 6 of the Regulations issued by the United States Fuel Administrator under the President's Proclamation requiring the licensing of distributors of coal and coke.

Coal purchased under contract made prior to August 21, 1917, and approved by a State Fuel Administrator, may be sold after April 1, 1918, for contract purchase price plus jobbers' margin when specific authorization is obtained from State Fuel Administrator under order of November 8th, 1917. (L. B. D.-17.)

If a contract approved by a State Fuel Administrator under order of Nov. 8, 1917, expired April 1, 1918, the licensee cannot purchase other coal to fill orders which he had been authorized by the State Administrator to fill from such approved contract. (L. B. D.-18.)

RULE 7. Every license shall be in such form and shall contain such terms, provisions, limitations and restrictions as the United States Fuel Administrator may from time to time prescribe, and the same shall be subject to modification and revocation by him, and shall be issued and held subject to these and such further rules and regulations as he may from time to time establish.

The above rules and regulations approved and promulgated this 15th day of March, 1918, to become effective 7 a. m., April 1st, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Approved:

WOODROW WILSON.

Regulations Nos. 8 to 21 of the United States Fuel Administrator of Mar. 18, 1918, Effective 7 a. m., April 1, 1918, Approved by the President of the United States, Governing the Distribution of Coal and Coke by Licensees under the President's Proclamation of Mar. 18, 1918, Issued in Publication No. 22 of the United States Fuel Administration.

RULE 8. A licensee who, as owner or selling agent for another, sells coal or coke which he physically handles on, over or through his own vehicle, barge, dock, trestle or yard, shall not sell the same for any unjust, unreasonable, discriminatory, or unfair commission or profit.¹

RULE 9. A licensee shall not pay or offer to pay, to any producer or miner of coal or manufacturer of coke or to any selling agent or employee of such producer, miner, or manufacturer, for coal or coke purchased or sought to be purchased either on behalf of such licensee or on behalf of any consumer or retailer, more than the price fixed by the President or United States Fuel Administrator for such coal or coke f. o. b. cars at the mines or ovens applicable at the time and place of such payment or offer.

RULE 10. A licensee shall not knowingly sell coal or coke to or buy coal or coke for any person engaged in the business of selling coal or coke, who, after this regulation goes into effect, violates or refuses to conform to any of the provisions of the Act of Congress, approved August 10, 1917, known as the "Food and Fuel Control Act," or any of the regulations or orders prescribed by the President or United States Fuel Administrator in respect to fuel as provided in said Act.

RULE 11. A licensee shall not knowingly sell coal or coke for or buy coal or coke from any person engaged in the business of producing or mining coal or manufacturing coke, who, after this regulation goes into effect, violates or refuses to conform to any of the provisions of the Act of Congress, approved August 10, 1917, known as the "Food and Fuel Control Act," or any of the regulations or orders prescribed by the President or United States Fuel Administrator in respect to fuel as provided in said Act.

RULE 12. A licensee shall not knowingly sell coal or coke to or buy coal or coke for or from any person now or hereafter required to have a license under those provisions of Section 5 of the Act of Congress, approved August 10th, 1917, known as the "Food and Fuel Control Act" which apply to fuel, who does not have such license or whose license has been revoked.

RULE 13. It shall be the duty of each licensee to give to the United States Fuel Administration, or to the Federal Trade Commission, whenever so required, any information concerning the conditions and management of the business of the licensee. Such information shall be on blanks to be furnished by the United States Fuel Admin-

¹ Decisions of the License Board, referred to as L. B. D.-1, etc., interpreting Rule 8 of the Regulations issued by the United States Fuel Administrator under the President's Proclamation requiring the licensing of distributors of coal and coke.

No regulation has yet been issued defining a reasonable charge or profit on coal physically handled by the licensee except that the profit of Lake Forwarders has been limited by Rule 22 to the sums allowed as purchasing agent's commission under Rule 2.

(L. B. D.-37.)

istration, or the Federal Trade Commission, or in such other form as may from time to time be required. Whenever required, the licensee shall furnish such information in writing under oath.

RULE 14. The licensee shall keep such records of his business as shall make practicable the verification of all reports rendered to the United States Fuel Administration, or to the Federal Trade Commission.

RULE 15. The authorized representative of the United States Fuel Administrator shall be at full liberty, during ordinary business hours, to inspect any and all records of the licensee. All necessary facilities for such inspection shall be extended to such representative by the licensee, its agents and servants.

RULE 16. No agent or employee of the United States Fuel Administration shall divulge or make known in any manner, while he is such agent or employee or thereafter, except to such other agents or employees of the United States Fuel Administration as may be required to have such knowledge in the regular course of their official duties, or except in so far as he may be directed by the United States Fuel Administrator or by a court of competent jurisdiction, any facts or information regarding the business of the licensee which may come to his knowledge through any examination or inspection of the business or accounts of the licensee or through any reports made by the licensee to the United States Fuel Administration.

RULE 17. The licensee shall report within thirty days, in writing, to the United States Fuel Administration any change of address, or any material change which renders inaccurate or no longer true any statement contained in the application for license filed by the licensee with the United States Fuel Administration.

RULE 18. Any commission, profit or price in excess of those prescribed in these regulations and any practice prohibited herein are hereby determined to be unjust, unreasonable and unfair.

RULE 19. The licensee shall place on every contract, order, acceptance of order, invoice, bill and quotation issued or signed by him relating to coal or coke the words "United States Fuel Administration License Number," followed by the number of his license.

RULE 20. The words used in these rules and regulations shall be construed to import the plural or the singular, as the case demands. The word "person," wherever used in these rules and regulations, shall include individuals, partnerships, associations and corporations.

RULE 21. Nothing contained in these rules and regulations shall be construed as restricting, modifying or affecting in any manner the operation of any orders, rules, or regulations which have already been promulgated, or which may hereafter be promulgated, by the President or the United States Fuel Administrator in respect to coal or coke, except that all orders, rules, and regulations of the President or the United States Fuel Administrator affecting jobbers of coal which are inconsistent with Rules 1 and 6, promulgated March 15, 1918, are revoked as to all sales or shipments of coal made after April 1, 1918.¹

The above Rules and Regulations approved and promulgated this 18th day of March, 1918, to become effective 7 A. M., April 1, 1918.

Approved:

WOODROW WILSON.

H. A. GARFIELD,

United States Fuel Administrator.

¹ Decisions of the License Board, referred to as L. B. D.-1, etc., interpreting Rule 21 of the Regulations issued by the United States Fuel Administrator under the President's Proclamation requiring the licensing of distributors of coal and coke.

Contracts of sale entered into after August 23, 1917, at the Government price plus jobbers' margin, are necessarily set aside by Rules 1 and 21, as to all shipments made after April 1, 1918. (L. B. D.-20.)

Regulation No. 22 of the United States Fuel Administrator of April 24, 1918, Effective 7 a. m., April 25, 1918, Governing the Distribution of Coal and Coke by Licensees under the President's Proclamation of Mar. 15, 1918.

RULE 22. A licensee who, as owner or selling agent for another, delivers coal to a dock company, retail dealer, or consumer on the Great Lakes, in vessels or barges owned or chartered by such licensee, or delivers coal to a vessel on the Great Lakes to be used as fuel for such vessels, may charge a commission or profit not in excess of the amounts allowed as purchasing commission in Rule 2, and may pay another licensee, who is not prohibited under Rule 3 from receiving the same, any part of such profit or commission for services rendered in connection with the purchase of such coal.

The above rule and regulation promulgated this 24th day of April, 1918, to become effective 7 a. m., April 25, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 5, 1918, Effective 7 a. m., June 1, 1918, Amending License Rule No. 22 of April 24, 1918.

WASHINGTON, D. C., June 5, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator and of subsequent Executive Orders and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the following regulations are established and the maximum prices hereinafter specified are fixed for the handling and selling of bituminous coal by any corporation, association, partnership or person owning, operating, or managing a dock or docks on the Great Lakes, viz:

(1) Rule 22 of the "Additional Rules and Regulations Governing the Distribution of Coal and Coke by Persons, Firms, Corporations, and Associations Subject to License, and Referred to in such Rules and Regulations as Licensees," shall be and the same is hereby amended to read as follows:

RULE 22. A licensee who, as owner or selling agent for another, delivers bituminous cargo coal to a dock company, retail dealer, or consumer on the Great Lakes, in vessels or barges owned or chartered by such licensee, may charge a commission or profit not in excess of 20 cents a net ton on bituminous coal; and a licensee, who, as owner or selling agent for another delivers bituminous coal directly from cars via dock car-dumping machines to a vessel on the Great Lakes to be used as fuel for such vessel, may charge a commission or profit not in excess of 25 cents a net ton thereon. Where such fuel coal is handled over lighters or fuel scows, an additional charge of not to exceed 50 cents a net ton may be made for such service.

* * * * *

The above regulations, promulgated this fifth day of June, 1918, to become effective 7 a. m., June first, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Regulations Nos. 23 to 26 of the United States Fuel Administrator of May 27, 1918, Effective 7 a. m., June 1, 1918, Governing the Distribution of Coal and Coke by Licensees under the President's Proclamation of Mar. 15, 1918.

RULE 23. If a licensee engaged primarily in the business of a retail dealer, as defined in Publication No. 7, occasionally sells coal to consumers located in the territory normally supplied by such retail dealer in carload lots without physically handling the same on, over, or through his own vehicle, barge, dock, trestle or yard, he may charge and collect such margin of profit or commission, not exceeding the amounts allowed in Rule 2 as purchasing commission, provided such licensee has first obtained written consent from the Local Fuel Administrator as to each such carload lot sold. Such sales need not be reported to the Federal Trade Commission, but must be included in the retail reports of such licensees.

RULE 24. A licensee who, as owner or selling agent for another, sells coal not produced by himself which he physically receives and handles on, over, or through a vehicle, barge, vessel, dock, trestle, or yard owned, hired or chartered by such licensee, but which he does not physically deliver to consumers either at his dock, trestle or yard or by means of his vehicle, barge or vessel so as to become a retail dealer, is defined as a wholesaler.

RULE 25. A wholesaler may, unless a specific margin of profit price or commission has been fixed by the United States Fuel Administrator, sell coal at such margin of profit or price as may be fixed by the Local Fuel Administrator of the locality in which the dock, trestle or yard of such wholesaler is located, or at which such coal is unloaded from the barge or vessel owned or chartered by such licensee. The margin of profit or commission so fixed shall be subject to the approval of the State Fuel Administrator appointing the Local Fuel Administrator fixing the same and to modification by the United States Fuel Administrator in the same manner as margins of profit or selling prices fixed for retail dealers.

RULE 26. Sales by licensees as wholesalers need not be reported to the Federal Trade Commission but must be reported to the Fuel Administrators of the States in which the dock, trestle or yard of such licensees is located or in which the coal is unloaded from the barge or vessel owned or chartered by such licensees. Such reports shall be substantially in the forms required of retail dealers with such modification as may be made by the State Administrators to whom they are required to be made.

The above rules and regulations promulgated this 27th day of May, 1918, to become effective 7.00 a. m., June 1, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 2, 1918, Effective 7 a. m., Nov. 4, 1918, Establishing License Rule No. 27, Governing Distributors of Coal and Coke.

WASHINGTON, D. C., November 2, 1918.

RULE 27. A licensee who acts as purchasing agent for and by authority of a retail dealer or consumer in the purchase of anthracite coal from any of the docks on the Great Lakes without becoming the owner thereof, may, subject to Rules 1 and 3, charge a purchasing agent's commission not exceeding the sum of twenty (20) cents per ton of 2,240 pounds of anthracite coal when delivery of such coal is to be effected at or east of Buffalo, or the sum of thirty (30) cents per ton of 2,240 pounds of anthracite coal when delivery of such coal is to be effected west of Buffalo, provided, however, that no such licensee shall ask, demand, or receive, any commission, charge, or profit as broker or purchasing agent, from any consumer or retail dealer, for the purchase of any anthracite coal from a dock company controlled directly or indirectly by such licensee or by the controlling owners of such licensee or from a dock company whose

owners or stockholders, members, or partners who control such owner also control directly or indirectly such licensee; and provided further that no licensee who owns or operates a dock on the Great Lakes shall charge any margin, commission, or profit as purchasing agent for the purchase of anthracite coal for any consumer or retail dealer from any of the dock companies on the Great Lakes.

The above rule and regulation promulgated this 2d day of November, 1918, to become effective 7 a. m., November 4, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 1, 1918, Effective 7 a. m., Nov. 2, 1918, Establishing License Rules Nos. 28 to 32, Inclusive, Governing Distributors of Coal and Coke.

WASHINGTON, D. C., November 1, 1918.

RULE 28. All coal requisitioned or diverted by a District Representative at the request or on the order of a Federal Fuel Administrator for any State for consignment to some one other than such Administrator, shall at the request of such Federal Fuel Administrator, be invoiced to a licensee named by the purchaser, unless the producer of the coal so requisitioned or diverted invoices the same directly to the purchaser. If such coal is invoiced to a licensee so named by the purchaser, such licensee may, subject to Rules 1 and 3, charge the purchasing agent's commission provided in Rule 2.

RULE 29. All coal requisitioned or diverted by a District Representative on the direct order of the Distribution Division of the United States Fuel Administration at Washington, except coal requisitioned for consignment to a Federal Fuel Administrator for any State or for the use of any department or agency of the United States Government, including railroads under control of the United States Railroad Administration, shall be invoiced to a licensee named by the producer of such requisitioned or diverted coal unless such producer invoices the same directly to the purchaser. If such coal is invoiced to a licensee so named by the producer, such licensee may, subject to Rules 1 and 3, charge the purchasing agent's commission provided in Rule 2.

RULE 30. All coal consigned to a Federal Fuel Administrator for any State, whether by requisition, diversion, or otherwise, shall be invoiced to such Administrator, and he may distribute such coal through a licensee who may, subject to Rules 1 and 3, charge the purchasing agent's commission provided in Rule 2, or if such licensee acts as a wholesaler as defined in Rule 24, the wholesaler's margin fixed by such Administrator under Rule 25.

RULE 31. All coal diverted by a Federal Fuel Administrator for any State shall be invoiced to such Administrator, and he may bill and collect for such coal through a licensee, who may, subject to Rules 1 and 3, charge the purchasing agent's commission provided in Rule 2.

RULE 32. No purchasing agent's commission or wholesaler's margin shall be added under Rules 28, 29, 30, and 31, on diverted coal where the shipper of such diverted coal, or anyone as agent for such shipper, has added the 15-cent rebilling charge on such diverted coal allowed by the order of the United States Fuel Administrator dated January 14, 1918.

The above rules promulgated this 1st day of November, 1918, to become effective at 7 a. m., November 2, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

*Order of the United States Fuel Administrator of Aug. 6, 1918, Effective 7 a. m., Aug. 7, 1918, Vacating License Regulation No. 22, and Establishing Regulations Relative to Commissions, Margins, and Profits to be Charged by Lake Forwarders and Lake Fuellers on the Great Lakes.*¹

WASHINGTON, D. C., August 6, 1918.

It appearing to the United States Fuel Administrator that the rules fixing the commission, margin, or profit which may be charged by any person, firm, association, or corporation engaged in the forwarding of coal on the Great Lakes and the fuelling of vessels on such lakes and now contained in Rule #22 of the "additional rules and regulations governing the distribution of coal and coke by persons, firms, corporations and associations subject to license, and referred to in such rules and regulations as licensees," should be modified,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the pur-

¹ The following rulings concerning Lake Forwarders' and Lake Fuellers' charges under the various regulations of the United States Fuel Administrator were issued August 8, 1918, by the Legal Division:

1. Prior to April 1, 1918.—No regulation of the United States Fuel Administration was in effect prior to April 1, 1918, and the only restriction was that contained in Sec. 4 of the "Food and Fuel Control Act" declaring it unlawful "to make any unjust or unreasonable rate or charge in handling or dealing in or with any necessities."

2. April 1 to April 25, 1918. (Publication 22.)

(a) Bituminous cargo coal: Lake forwarders' charges were limited by the provisions of Rule 8 that the same should not be unjust, unreasonable, discriminatory, or unfair. No purchasing agent's commission could be charged to or paid by a lake forwarder.

(b) Bituminous fuel coal:

(1) If the lake forwarder was a licensee and acted as a purchasing agent in buying fuel coal for a vessel, the purchasing agent's commission of 15¢ per ton could be charged.

(2) If the lake forwarder owned and physically handled the fuel coal furnished the vessel, he was a retailer and his margin was that fixed by the local Fuel Administrator for retail transactions.

(3) If no retail margins were applicable, the lake forwarder's charge should not be "unjust, unreasonable, discriminatory, or unfair," as provided by Rule 8 of Publication 22.

(4) As a retailer, the lake forwarder could employ a purchasing agent to buy the fuel coal for him, and add such purchasing agent's commission of 15¢ per net ton to the price charged for the coal.

3. April 25 to June 1, 1918 (Rule 22).

(a) Cargo Coal: The Lake forwarder's charge was 15¢ per net ton, which could be paid to, or divided with a purchasing agent not prohibited from receiving the same by Rule 3 of Pub. 22.

(b) Fuel Coal:

(1) The lake forwarder could charge 15¢ per net ton even though he did not physically handle the coal, which could be paid to, or divided with a purchasing agent not prohibited from receiving the same by Rule 3 of Pub. 22.

(2) If the lake forwarder physically handled the fuel coal, he was a retailer, and his margin was that fixed by the local Fuel Administrator for retail transactions.

(3) If no retail margins were applicable, then the lake forwarder's charge should not be "unjust, unreasonable, discriminatory, or unfair," as provided in Rule 8 of Pub. 22.

(4) As a retailer, the lake forwarder could employ a purchasing agent to buy the fuel coal for him and add such purchasing agent's commission to the price charged for the coal.

4. Since June 1, 1918, and now applicable (Orders of June 5 and August 6, 1918).

(a) A lake forwarder may charge 20¢ per ton on cargo coal for his services.

(b) A lake forwarder may charge 25¢ per ton for fuel coal furnished a vessel, and 50¢ additional, or a total of 75¢ per ton, where the coal is delivered to the vessel by barge or scow.

(c) A purchasing agent may be employed by the lake forwarder to buy either cargo or fuel coal and charge a commission of 15¢ per ton, if not prohibited by Rule 3 of Publication 22 from so doing.

(d) A lake forwarder may pay a purchasing agent 15¢ per ton for buying either cargo or fuel coal for him and add same to the 20¢ allowed for cargo coal and the 25¢ or 75¢ allowed for fuel coal.

(e) A licensed distributor acting as a lake forwarder or lake fueller who purchases coal from an entirely independent mine, or mine not owned or controlled by another lake forwarder or lake fueller, may add the purchasing agent's commission of 15¢ per ton to the 20¢ per ton allowed on cargo coal, and to the 25¢ or 75¢ allowed on fuel coal, but such sum cannot be added if the lake forwarder has employed an independent purchasing agent in the purchase of such coal.

(f) No commissions whatever can be added by lake forwarders or lake fuellers to the applicable government price of anthracite coal.

pose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that Rule #22 of the "Additional rules and regulations governing the distribution of coal and coke by persons, firms, corporations and associations subject to license, and referred to in such rules and regulations as licensees," as established by Order dated April 24, 1918, and as amended by Order dated June 5, 1918, be and the same hereby is in all respects cancelled and revoked from and after 7 A. M., August 7, 1918.

And hereby makes and establishes the following regulation effective August 7, 1918, at 7 A. M., until further or other order and subject to modification hereafter from time to time and at any time:

REGULATION RELATIVE TO COMMISSION, MARGIN OR PROFIT TO BE CHARGED BY LAKE FORWARDERS AND LAKE FUELLERS ON THE GREAT LAKES.

I.

No person, firm, association, or corporation who or which arranges for the loading of bituminous coal over any of the lower lake docks and for the transportation of the same on the Great Lakes in boats owned or chartered by or through such person, firm, association, or corporation shall charge for such service a commission, margin, or profit in excess of 20¢ per net ton.

II.

No person, firm, association, or corporation, who or which sells bituminous coal produced by such person, firm, association, or corporation, or purchased from a producer, or from or through a licensed distributor, which is to be used exclusively as fuel by vessels operating on the Great Lakes, and who arranges for the loading of such bituminous coal over any of the lower lake docks into the bunkers of such boats shall charge a commission, margin, or profit in excess of 25¢ per net ton plus an additional gross charge of not to exceed 50¢ per net ton in cases where the coal is delivered to such vessels by barge, lighter, or scow.

III.

A licensed distributor who acts as purchasing agent for a person, firm, association, or corporation who or which performs the services specified in Sections I or II of this Regulation, or for the owner or operator of a dock on the upper lakes may, subject to the provisions of Rule 3 of the Rules and Regulations governing the distribution of coal and coke by licensees, charge and receive the purchasing agent's commission allowed by Rule 2 of such rules and Regulations.

IV.

Any person, firm, association, or corporation who or which performs the services specified in either Section I or II of this Regulation may add to the commission, margin, or profit allowed by said sections any purchasing agent's commission charged by or paid to a licensed distributor under the provisions of Section III of this Regulation.

V.

A licensed distributor who performs the services specified in either Sections I or II of this Regulation may, in addition to the commission, margin, or profit allowed by said sections, include a charge of 15¢ per net ton if such licensed distributor has purchased, or acted as purchasing agent for, the coal from a mine which is not owned nor controlled directly or indirectly by such licensed distributor, or the controlling

owners of such licensed distributor, or by another licensed distributor customarily engaged in performing the services specified in Sections I or II of this Regulation or from a mine whose owner, or the stockholders, members, or partners who control such owner, do not, also, control directly or indirectly such licensed distributor, or any other licensed distributor customarily engaged in performing the services specified in Sections I or II of this Regulation. This additional sum shall not be charged when the purchasing agent's commission provided in Sections III and IV of this Regulation has been paid.

VI.

Any person, firm, association, or corporation, who has performed the services specified in Sections I and II of this Regulation between June 1, 1918, and the effective date of this Regulation may charge and receive in full settlement therefor a commission, margin, or profit not in excess of that fixed by Sections I and II of this Regulation, and may include in such settlement any purchasing agent's commission which has been charged by, or paid to, a licensed distributor under the conditions specified in Section III of this Regulation, or, if a licensed distributor, may include in such settlement a purchasing agent's commission earned as provided by, and under the conditions specified in, Section V of this Regulation.

VII.

No commission, margin, or profit shall be charged for the performance of the services specified in Section I or II of the this Regulation in connection with anthracite coal.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Assistant United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 14, 1918, Effective Sept. 16, 1918, Amending Rule 2 of the Regulations Governing the Distribution of Coal and Coke by Licensees under the President's Proclamation of Mar. 15, 1918.

WASHINGTON, D. C., *September 14, 1918.*

The United States Fuel Administrator acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that Rule 2 of the "Rules and Regulations governing the distribution of coal and coke by persons, firms, corporations and associations subject to license, and referred to in such rules and regulations as licensees," shall be and the same hereby is amended to read as follows:

RULE 2. A licensee who acts as purchasing agent of coal for and by authority of a retail dealer or consumer without becoming the owner thereof may charge a purchasing commission not exceeding (a) the sum of fifteen (15) cents per ton of 2,000 pounds of bituminous coal, (b) five (5%) per cent of the delivered price of cannel coal and smithing coal when the latter is certified in writing by the retail dealer or consumer that such smithing coal is to be used for smithing purposes only, (c) the sum of twenty (20) cents per ton of 2,240 pounds of anthracite coal when delivery of such coal is to be effected at or east of Buffalo, or (d) the sum of thirty (30) cents per ton of 2,240 pounds of anthracite coal when delivery of such coal is to be effected west of Buffalo, provided that such licensee may add to such purchasing commission five (5) cents per ton of 2,240 pounds of anthracite coal when such licensee incurs the expense of rescreening such coal at Atlantic or Lake ports for transshipment by water.

The combined purchasing commissions of any number of licensees who act for a retail dealer or consumer in the purchase of a given shipment or shipments of coal shall not exceed the commissions herein allowed for one licensee. No licensee shall charge any purchasing commission as purchasing agent of coke for a retail dealer or consumer. Any coal or coke purchased by a licensee for any consumer or retail dealer may be charged and invoiced to such licensee as agent.

The above order effective this 16th day of September, 1918, at 7 a. m.

H. A. GARFIELD,
United States Fuel Administrator.

Notice, dated Oct. 9, 1918, from the Chairman of the License Board of United States Fuel Administration to All Licensed Distributors of Coal and Coke that pending Investigation no Additional Distributors' Licenses Will be Issued.

WASHINGTON, D. C., October 9, 1918.

To all Licensed Distributors of Coal and Coke:

Since the adoption by the Fuel Administration of the purchasing agent's commission plan, the number of distributors of coal and coke has increased almost 200%. It is believed that many of those who have embarked in the business of distributing coal and coke since the adoption of this plan contribute neither skill, experience nor anything else of value to the distribution of coal and coke in a manner necessary to the successful prosecution of the war. Notice is hereby given that pending an investigation of this situation no additional licenses to distribute coal and coke will be issued by the United States Fuel Administrator.

W. B. SYMMES, Jr.,
Chairman, License Board.

Approved:

EVANS WOOLLEN,
Acting Director, Bureau of States Organization.

CYRUS GARNSEY, Jr.,
Ass't United States Fuel Administrator.

H. A. GARFIELD,
United States Fuel Administrator.

Section 3.—Miscellaneous Orders and Regulations Relating to Jobbers' Margins and Distributors' Commissions.

*Order of the United States Fuel Administrator of Jan. 3, 1918, Effective Jan. 8, 1918, Authorizing the New England Fuel Administrator to Allow on Coal Consigned to him, a Charge of 15 Cents per Ton for Compensation and Expenses of the Agency Selected by him to Resell and Distribute said Coal.*¹

WASHINGTON, D. C., January 3, 1918.

It appearing to the United States Fuel Administrator that the amount of free or spot bituminous coal presently available in New England for the use of various consumers engaged in the production of munitions and other supplies for the United States Government, or conducting activities, especially public utilities, the uninterrupted operation of which is essential to the necessary efficiency of various industrial plants engaged in such production for the United States Government, and that there is danger of interruption or curtailment in the operations of such industrial plants and public utilities unless an additional supply of bituminous coal can be immediately furnished for New England use, and that for the efficient prosecution of the

¹ This order was amended by orders dated January 12, 23, 26, February 8, and March 7, 1918. Inasmuch as the order and amendments were vacated by order of May 2, 1918, for which see *infra*, this section, the amendments have been omitted.

war it is necessary at this time to regulate the production, sale, shipment, distribution and apportionment of coal in the method and manner and to the extent herein-after indicated;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said Executive Order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further, or other order of the United States Fuel Administrator, and subject to modification hereafter by him;

* * * * *

(2) Said New England Fuel Administrator is hereby authorized to direct the resale and distribution of all coal consigned to and received by him under the provisions of this order to and among such consumers and users of bituminous coal in the New England States as in his judgment may from time to time be in need thereof and occupied in the conduct of such industrial activities or of such public utilities as are essential to the national security and defense, for the successful prosecution of the war, and for the maintenance of the efficiency of the people in any of such New England States or any part thereof, in performing their part in the conduct of the war. In connection with such distribution said New England Fuel Administrator is authorized to use and employ the services of such persons and agents as he may from time to time select and to make or authorize to be made in the resale and distribution of such coal a charge of 15 cents per ton for the compensation and expenses of the persons and agents so selected by him.

(3) This order shall become effective January 8th, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 2, 1918, Effective May 8, 1918, Cancelling the Order of Jan. 3, 1918, and all Amendments thereof, Relative to the Consignment of Coal to the New England Fuel Administrator.

WASHINGTON, D. C., May 2, 1918.

It appearing to the United States Fuel Administrator that in view of the adoption and inauguration of the zone system, so-called, regulating the production and transportation of coal, and of the adoption of the system of district representatives for facilitating the filling of emergency and other essential requirements for bituminous coal from the different producing fields, a continuance of the order, dated January 3, 1918, issued by the undersigned, in aid of the emergency supply of bituminous coal for New England, is no longer necessary,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order dated January 3, 1918, entitled "Order relative to an emergency supply of bituminous coal for use in the New England States," and the various orders for the modification of said order, respectively dated January 23, 1918, January 26, 1918, February 8, 1918, and March 7, 1918, be and hereby they are cancelled, and that this order shall become effective on May 8, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 12, 1918, Authorizing the New England Fuel Administrator to Allow, on Coal Consigned or Diverted to him, a Charge of 15 cents per Ton for Compensation and Expenses of the Agency Selected to Resell and Distribute said Coal.

WASHINGTON, D. C., June 12, 1918.

It appearing to the United States Fuel Administrator that it is desirable from time to time to consign or to divert bituminous or anthracite coal to the New England Fuel Administrator for distribution by him among consumers,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Executive Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further, or other order of the United States Fuel Administrator, and subject to modification hereafter at any time and from time to time,

The New England Fuel Administrator is hereby authorized to direct the resale and distribution of all coal requisitioned for or consigned or diverted to and received by him, under the provisions of any orders of the United States Fuel Administration, to and among such consumers and users of bituminous or anthracite coal respectively in the New England states as in his judgment may from time to time be in need thereof and occupied in the conduct of such industrial activities or of such public utilities as are essential to the national security and defense, for the successful prosecution of the war, and for the maintenance of the efficiency of the people in any of such New England states or any part thereof, in performing their part in the conduct of the war. In making such resale and distribution said New England Fuel Administrator shall first see that the needs and requirements of consumers entitled to preference in the supply of fuel under the orders of the Priorities Board are suitably taken care of. In connection with such distribution said New England Fuel Administrator is authorized to use and employ the services of such persons and agents as he may from time to time select and to make or authorize to be made in the resale and distribution of such coal a charge of not exceeding 15 cents per ton for the compensation and expenses of the persons and agents so selected by him.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 20, 1918, Vacating, as of Nov. 21, 1918, the Order of June 12, 1918, relative to Coal Consigned or Diverted to the New England Fuel Administrator.

WASHINGTON, D. C., November 20, 1918.

The United States Fuel Administrator, acting upon authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated June 12, 1918, entitled "Order Relative to Coal Consigned or Diverted to the New England Fuel Administrator," be, and the same hereby is, vacated and set aside as of November 21, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

*Order of the United States Fuel Administrator of June 13, 1918, Effective 7 A. M., June 15, 1918, Authorizing the Maryland Fuel Administrator to Allow, on Coal Consigned or Diverted to him, a Charge of 15 cents per Ton for Compensation and Expenses of the Agency Selected to Resell and Distribute said Coal.*¹

WASHINGTON, D. C., June 13, 1918.

It appearing to the United States Fuel Administrator that it is desirable from time to time to consign coal to, or to divert coal to, by, or through, the Maryland State Fuel Administrator for distribution by him among customers and dealers,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Executive Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to modification hereafter at any time and from time to time:

1. That coal consigned to, or diverted to, by, or through the State Fuel Administrator of Maryland at or west of the Cumberland Gateway is not "diverted coal" within the meaning of the order of the Fuel Administration of January 14th, 1918 (Publication No. 14), and shippers of such coal are not entitled to collect the 15 cents per ton permitted by said order as a re-handling charge.

2. That the Maryland State Fuel Administrator is hereby authorized to direct the resale and distribution of all coal requisitioned for or consigned or diverted to and received by him, under the provisions of any orders of the United States Fuel Administration, to and among such consumers and users of bituminous or anthracite coal respectively in the State of Maryland as in his judgment may from time to time be in need thereof and occupied in the conduct of such industrial activities or of such public utilities as are essential to the national security and defense, for the successful prosecution of the war, and for the maintenance of the efficiency of the people in the State of Maryland or any part thereof, in performing their part in the conduct of the war. In making such resale and distribution, the State Fuel Administrator of Maryland shall first see that the needs and requirements of consumers entitled to preference in the supply of fuel under the orders of the Priorities Board are suitably taken care of. In connection with such distribution, said Maryland State Fuel Administrator is authorized to use and employ the services of such persons and agents as he may from time to time select and to make or authorize to be made in the resale and distribution of such coal a charge of not exceeding 15 cents per ton for the compensation and expenses of the persons and agents so selected by him.

This order shall become effective at 7 A. M., on the 15th day of June, A. D. 1918.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Assistant United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 20, 1918, Vacating, as of Nov. 21, 1918, the Order of June 13, 1918, relative to Coal Consigned to, or Diverted to, by, or through the Maryland Fuel Administrator.

WASHINGTON, D. C., November 20, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

¹ See this order and note thereunder in Chapter III, Title VII, Section 1.

Hereby orders and directs that the order of said Administrator, dated June 13, 1918, entitled "Order Relative to Coal Consigned to, or Diverted to, by, or through, the Maryland Fuel Administrator," be, and the same hereby is, vacated and set aside as of November 21, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 25, 1918, Issued as Publication No. 15 (Revised), Amending the Order of Dec. 13, 1917, and Prohibiting the Addition of the Jobber's Margin to the Premium for Export and Bunker Coal.

WASHINGTON, D. C., February 25, 1918.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, That the order of the United States Fuel Administrator dated December 13, 1917, and entitled "Relative to prices for coal for foreign bunkering purposes and export cargoes," is hereby amended to read as follows:

* * * * *

4. In settling the price of coal for foreign bunkering or export purposes, no jobber's margin or other commission in addition to the \$1.35 per ton provided in the order shall be added to the price of the coal.

* * * * *

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 14, 1918, Effective 7 A. M., Jan. 15, 1918, Relative to Jobber's Margins on Diverted Coal.¹

WASHINGTON, D. C., January 14, 1918.

All shipments of coal, whether f. o. b. mines or otherwise, and all shipments of coke f. o. b. ovens or at place of storage or otherwise shall be made subject to the diversion of such coal or coke by the United States Fuel Administrator or any persons acting under his authority, to any persons or consumers, and for any of the purposes heretofore or hereafter authorized by him. The title of the purchaser, consignee, or consumer, in the case of any such shipments of coal or coke, which by custom or law might become vested at the time and place of such shipment, shall from and after the effective date hereof be subject to the condition that the coal or coke so shipped may be diverted as aforesaid, and that in case of any such diversion, the title and interest of such purchaser, consignee, or consumer with respect to any coal or coke so diverted shall be completely divested and terminated and his liability to pay therefor shall cease. The person or consumer to whom any such coal or coke is diverted shall become liable as of the time of such diversion to pay to the shipper thereof the price in force at the date of shipment as fixed therefor by or under authority of the President of the United States, plus transportation charges thereon and plus a handling charge of 15 cents a net ton to cover costs of rebilling, collection, and replacement. If such handling charge is made, no jobber's commission shall be added to the mine's price. If the coal or coke so diverted was shipped under a valid and enforceable contract, the quantity thereof so diverted shall not be charged against the amount to which the contract applied.

Effective at 7 a. m., on January 15, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

¹ For a fuller treatment of the subject of settlement for diverted coal see Chapter III, Title VII, Section 1, and notes.

Order of the United States Fuel Administrator of Nov. 20, 1918, Effective Nov. 21, 1918, Vacating the Provision of the Order of Jan. 14, 1918, Allowing a Handling Charge of 15 cents per ton on Diverted Coal.

WASHINGTON, D. C., November 20, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator dated January 14, 1918, entitled "Regulation established by the President of the United States acting through the undersigned Fuel Administrator relative to the sale, shipment, distribution, and apportionment of coal and coke among dealers and consumers and the price to be paid therefor in case of diversion," be, and the same hereby is, vacated and set aside as of the effective date of this order, so far as said order authorizes a handling charge of 15 cents per net ton, to cover costs of rebilling, collection, and replacement, to be added to the price of coal or coke diverted by the United States Fuel Administrator, or by any person acting under his authority. Except as hereinabove provided said order shall remain in full force and effect.

This order to be effective November 21, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 13, 1918, Relative to Settlements for Bituminous Coal Shipped prior to Jan. 15, 1918, and Diverted in Transit.

WASHINGTON, D. C., February 13, 1918.

Bituminous coal shipped from the mines prior to January 15, 1918, and diverted in transit on orders of or by authority of the United States Fuel Administrator, so that it was not received by its original consignee, shall be paid for by the party receiving the coal to the owner thereof (either shipper, jobber or original consignee as the case may be) by agreement between the parties in interest on either of the following bases as they may elect, and if they are unable to agree then on that one of the following bases which the party who was the legal owner of the coal at the time of such diversion may elect:

(1) At the going Government price at the time and place of shipment, and in addition thereto the jobber's commission, if a jobber was the owner, or if the owner purchased through a jobber the coal so diverted and has paid or is legally liable to pay the jobber's commission thereon; or

(2) At the contract price at which the coal so diverted was shipped or sold under a bona fide contract enforceable at law, and in addition thereto the jobber's commission, if a jobber was the owner, or if the owner purchased through a jobber the coal so diverted and has paid or is legally liable to pay the jobber's commission thereon.

Upon receipt by the United States Fuel Administration (Transportation Department) prior to March 1, 1918, of a written request therefor, showing that settlement between the shipper or jobber of the coal so diverted, and the party to whom such coal was diverted, has been made on the basis of paragraph numbered (1) hereof, instead of on a higher contract price under paragraph numbered (2) hereof, conditioned upon replacement by the shipper to the original consignee of an equal number of cars of coal at the contract price, and that the original consignee has assented to such settlement, the United States Fuel Administrator will arrange to have supplied to the original shipper prior to April 1, 1918, if practicable, cars for the purpose of enabling the shipper to make such replacement in addition to his mines' distributive share of available cars.

In any case where settlement has already been made at the going Government price for any diverted coal, the parties will be deemed to have elected the basis of paragraph (1) above, and if the shipper in any such case, in which the coal was shipped to the original consignee at a higher price under a bona fide and enforceable contract, files a request with the United States Fuel Administration, Transportation Department, in accordance with the provisions of the foregoing paragraph, the United States Fuel Administrator will endeavor in accordance therewith to have cars placed at such shipper's mine for the replacement of the quantity of coal diverted and for which settlement has thus been made.

Settlements, under the terms of this regulation, for diverted coal may be made only as full settlement of all liability in connection with such diversion as between all parties, including the Government.

H. A. GARFIELD,

United States Fuel Administrator.

TITLE X.

Orders and Regulations Relating to Retail Distribution.¹

Circular Letter, dated Dec. 22, 1917, from Walter E. Hope, Director of the Bureau of State Organizations, to State Fuel Administrators, Making Recommendations as to Methods to be Adopted by State Fuel Administrators to Regulate Retail Distribution.

WASHINGTON, D. C., December 22, 1917.

To all State Fuel Administrators:

In many localities where shortages of coal exist, State Fuel Administrators have found it essential to put into operation a system to ensure an even distribution of the available supply. The system which appears to have met with the greatest success consists in limiting the supply sold to any one consumer and in requiring the consumer to make a signed statement, setting forth the amount he has on hand, the amount required, etc., and whether he has unfilled orders with other dealers. Wherever this system has been put in force there has been a marked decrease in the immediate demands for coal and the available supply has been distributed to those in pressing need.

We therefore urge you to put some system into effect in any community where a shortage exists, if indeed you have not already done so. We enclose for your information the form of blank in use for domestic consumers in the District of Columbia. You are, of course, entirely at liberty to alter this in any respect in order to conform to your local conditions. You will also use your discretion in determining the maximum amount to be delivered to any customer. If you require any further information with respect to the foregoing, we will be glad to furnish it upon receipt of a wire from you.

FUEL ADMINISTRATION,

By WALTER E. HOPE.

Letter dated Mar. 8, 1918, from Walter E. Hope, Director of the Bureau of State Organizations, to all State Fuel Administrators, Explaining the Retail Distribution Plan for 1918.

WASHINGTON, D. C., March 8, 1918.

To All State Fuel Administrators:

Enclosed herewith you will find a memorandum containing plan for retail distribution in 1918. You will realize that it is not possible to devise a plan which will satisfactorily meet all the differing conditions in various parts of the country. The enclosed plan, therefore is intended to be general in character, and subject to modification in

¹ For order relating to Retailers' Gross Margins see Chapter II, Title VI. See also Chapter III, Title IX, Section 2, Note 29, as to the inclusion of a Purchasing Agent's Commission in the cost of coal for the purpose of determining the proper Retailer's Margin.

details as indicated in the regulations if in the judgment of the State Fuel Administrator, local conditions demand it. Moreover, if in any locality a different plan is already in operation and producing satisfaction, it is not insisted that this plan shall supersede it, so long as the general objects set forth in the enclosed plan are being accomplished. For example, if an Administrator has successfully instituted a system of coal cards in any community and desires to continue it, he may be permitted to do so. Our present impression is, however, that particularly in large cities the amount of clerical work necessary for the proper operation of a complete card system is as yet hardly warranted by the conditions.

Please report to us any modification of the plan in your State.

It is to be noted in connection with paragraph 3 of the order of March 8, 1918, that State Fuel Administrators are authorized to suspend or modify the same under such circumstances as they may deem proper. In general, it is intended that this regulation be enforced, but it seems clear, for example, that it should not be required from purchasers in less than half-ton lots, and authority is granted to the State Administrators to handle contingencies of this character. The local Administrator is also given some discretion in the matter of car-load or barge-load lots, but caution should be taken to see that this privilege is not abused.

It is important to note that in order to encourage early buying a reduction will be made in the cost of anthracite beginning April 1, 1918. In place of the method of reduction adopted in former years (consisting of fifty cents a ton during April, forty cents during May, thirty cents during June, twenty cents during July and ten cents during August), an average reduction of thirty cents a ton will be made which will hold good on all coal purchased from April 1 to September 1. It is felt that this reduction will be fairer to the public, in as much as coal is expected to be ordered in April in such quantities that it will prove impossible to make all deliveries during that month or for some time thereafter. Under a sliding scale of reductions it would be difficult, if not impossible, to treat all consumers equally, even though their orders had been filed upon the same date, while with an average reduction extending over the entire period, all consumers are treated alike.

We shall be glad to furnish you with additional copies of the enclosed memorandum if you desire them. A copy of the blank should be furnished to each dealer at as early a date as possible, and the dealers can then arrange to have printed such number as they may require.

Please arrange to give the plan the widest possible publicity. Its essential features should be posted in the office of every retail dealer in such form that it can be easily read.

Yours very truly,

FUEL ADMINISTRATION,
By WALTER E. HOPE.

Order of the United States Fuel Administrator of Mar. 8, 1918, Effective 7 A. M., Mar. 9, 1918, Establishing Regulations for the Better Control of the Retail Distribution of Coal and Coke.

WASHINGTON, D. C., March 8, 1918.

It appearing to the United States Fuel Administrator that various regulations should be put in force for the better control of the retail distribution of coal and coke;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs as follows:

1. Until further notice, no domestic consumer of coal or coke shall purchase, receive, or otherwise take possession of, more coal or coke than is required for his actual and necessary requirements prior to March 31, 1919. If such consumer already has a quantity on hand, he shall receive only such additional amount as shall make up his actual and necessary requirements prior to that date.

2. No person, firm, association, or corporation, whether acting alone or in conjunction with others, shall, directly or indirectly, provide any domestic consumer of coal or coke with more coal or coke before March 31, 1919, than is necessary, with the amount already on hand, to meet the actual and necessary requirements of such consumer prior to that date.

3. On and after April 1, 1918, no person, firm, association or corporation shall sell or deliver coal to a domestic consumer who does not first furnish to the person selling or delivering such coal, a statement which the consumer declares in writing to be true, and which specifies (a) the amount of coal the consumer has on hand, (b) the amount of coal he has on order and the name of the person from whom ordered, (c) the amount of coal used by him in the twelve months ending March 31, 1918, and (d) the amount of coal needed to meet his actual and necessary requirements prior to March 31, 1919; provided, however, that this regulation may be modified by any State Fuel Administrator within his own State under such circumstances and conditions as he may deem proper.

4. On and after April 1, 1918, and until further notice, no retail dealer shall, unless authorized by the State Fuel Administrator, deliver or cause to be delivered to any domestic consumer more than two-thirds of his normal annual requirements of anthracite coal and coke until each domestic consumer who has placed his order with said dealer and is willing to receive delivery of the same has received two-thirds of his normal annual requirements for the year ending March 31, 1919; provided, however, that orders of six tons or less may be filled in full.

5. Car load or barge load lots shall not be delivered to a single domestic consumer or to a group of consumers, except with the permission of the local Fuel Administrator.

6. Dealers shall file, with the local Fuel Administrator, on the first of each month, a statement containing the names and addresses of consumers to whom deliveries have been made during the previous month and the quantity delivered to each.

7. Any dealer or consumer who violates any of the foregoing regulations will be subject to the penalties prescribed by the Lever Act.

This order to become effective at 7 a. m., March 9, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Form to be Used by Consumer under the Terms of Paragraph 3 of the Order of March 8, 1918, in Making Application for Annual Requirements.

APPLICATION OF CONSUMER FOR ANNUAL REQUIREMENTS.

In accordance with regulations of the United States Fuel Administrator, purchasers are required to make true declaration in answer to the following questions:

Name of dealer.....
 City..... Date.....
 Quantity required for year ending March 31, 1919.....
 Quantity desired for immediate delivery.....
 Quantity consumed during year ending March 31, 1918.....
 Quantity now on hand.....
 Kind of building.....
 Number of rooms.....
 Kind of heating plant.....
 Have you any unfilled orders with other dealers? If so, amount and with whom.....

I hereby certify that the above statements are true to the best of my knowledge and belief.

Name:.....

Address:.....

Any person who willfully makes a false statement upon the foregoing application is subject to prosecution under the Lever Act, which imposes a penalty of \$5,000 fine or two years' imprisonment, or both.

Letter dated July 22, 1918, from Evans Woollen, Director of the Bureau of State Organizations to State Fuel Administrators, Approved by the United States Fuel Administrator, Relative to the Construction of Paragraph 5 of the Order of Mar. 8, 1918.

WASHINGTON, D. C., July 22, 1918.

State Fuel Administrators:

It has been suggested that some further expression may be helpful in the administration of the rule (Paragraph 5 of the Order of March 8, 1918), against the delivery, except with the local administrator's permission, of car-load or barge-load lots.

The purposes in the establishment of the rule were:

1. To conserve coal by preventing the delivery of an unduly large quantity to a wasteful consumer who would thus escape the necessity for economical use,
2. To prevent inequitable distribution in communities where the supply is insufficient,
3. To keep within bounds a practice unfavorable to transportation inasmuch as the consumer does not unload and release cars as promptly as the retailer, and
4. To keep down the retailer's expenses by the utilization wherever practicable of his equipment to the end that his margin and the price to the consumer may be kept down.

Car-load buying is disadvantageous to the retailer and he may reasonably hold that the car-load buyer, in seeking to avoid the payment of a middleman's profit which the Fuel Administration has adjudged fair, cuts himself off from any right to expect the retailer's consideration next winter. The retailer may also reasonably expect that the Fuel Administration will not avoidably do anything to increase the car-load buying which is disadvantageous to him. He may not, however, reasonably expect more and must rather look to the excellence of his service to decrease the practice.

Accordingly, our view is that, while the local administrator should be cautious to avoid the extension of car-load buying, he should not, on the other hand, withhold his permission where the practice can be continued with due regard to the four purposes stated above.

The foregoing expression is believed to be applicable in part also to distribution to employes by employers.

It is our thought that neither problem can be solved by a hard and fast rule promulgated here and that each can be solved only by the application locally of a sound discretion. To the end that the solution in each State be reasonably uniform and that your statistical information be full, you may think it wise to require that each permit be submitted by the local administrator to you for approval.

UNITED STATES FUEL ADMINISTRATION,
BUREAU OF STATE ORGANIZATIONS,
By EVANS WOOLLEN,
Acting Director.

Approved:

H. A. GARFIELD,
United States Fuel Administrator.

Form of Order, Sent out from the Bureau of State Organizations under date of July 15, 1918, for Adoption by State Fuel Administrators, Requiring Registration of Retail Dealers.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917, having heretofore appointed the undersigned Federal Fuel Administrator for the State of with power and authority to said Fuel Adminis-

trator in respect to coal and coke within said State to prescribe and administer reasonable rules for the regulation of the sale, shipment, distribution, apportionment, and storage of coal and coke within said State.

And it appearing to said Federal Fuel Administrator that in order to assure an equitable distribution of coal and coke in said State to aid in the efficient prosecution of the war, and more effectively to regulate the sale, shipment, distribution, apportionment and storage of coal and coke among dealers and consumers in said State, it is necessary that retail dealers engaged in the business of selling coal and coke in said State be required to register as hereinafter provided,

Said Federal Fuel Administrator hereby makes and establishes the following regulation to be effective until further or other order and subject to modification hereafter from time to time and at any time:

REGULATION REQUIRING RETAIL DEALERS TO REGISTER.

SECTION I.

All persons, firms, associations and corporations engaged in the distribution of coal or coke in the State of as retail dealers, i. e., who physically receive, handle and deliver coal or coke to consumers from docks, yards, trestles, vehicles, barges or vessels, owned, hired or chartered by them, or from cars consigned to them, including employers who sell and distribute coal or coke to employees, shall on before the day of 1918, or if they begin business after that day, then, before beginning business, register with the County Fuel Committee of each County in which a dock, yard or trestle owned or hired by such retail dealer is located, and of each County in which such retail dealer delivers or distributes coal or coke to consumers.

SECTION II.

Each registration required by Section I hereof shall be made in duplicate on forms to be prescribed by the Federal Fuel Administrator establishing this Regulation, one copy to be kept by the Registrant and one by the County Committee.

SECTION III.

Retail dealers who register as required by this Regulation will receive a certificate or certificates signed by or on behalf of the Chairman or a member of the County Fuel Committee with which registration is made, and each certificate so received must at all times be posted in a conspicuous place at each office or place of business of the registrant.

SECTION IV.

Retail dealers doing business under more than one name or through subsidiary companies or agencies bearing different names must register under and obtain certificates for each separate name, subsidiary company or agency.

SECTION V.

No fees shall be charged for registration.

SECTION VI.

Any retail dealer who fails to register, as required by this Regulation, will be subject to the penalties prescribed in the Act of Congress approved August 10, 1917, pursuant to which this Regulation is promulgated.

SECTION VII.

No producer shall sell or ship any coal or coke to, and no licensed distributor shall sell any coal or coke to, or purchase any coal or coke for, any retail dealer who has not registered as required by this Regulation.

SECTION VIII.

The names of retail dealers who violate Orders, Rules or Regulations issued by or under authority of the United States Fuel Administrator or by the Federal Fuel Administrator issuing this Regulation, pursuant to authority of said United States Fuel Administrator, will be sent to the Legal Division of the United States Fuel Administration at Washington, D. C., in order that all district Representatives and licensed distributors may be directed that no coal or coke shall be shipped or sold to, or purchased for, such retail dealers.

The above Regulations promulgated this day of 1918.

FEDERAL FUEL ADMINISTRATOR.

For the State of

CHAPTER IV.

ORDERS AND REGULATIONS RELATING TO THE PRODUCTION OF COAL.¹

TITLE I.

ORDERS AND REGULATIONS RELATING TO THE PREPARATION OF COAL AND SPECIAL QUALITIES FOR SPECIAL PURPOSES.

Section 1.—Orders and Regulations Relating to Cleaning and Inspection of Coal.

Order of the United States Fuel Administrator of Mar. 8, 1918, Effective Mar. 11, 1918, Establishing Regulations Concerning Clean Coal.

WASHINGTON, D. C., March 8, 1918.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated August 23, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the purposes of the act of Congress therein referred to and approved August 10, 1917,

HEREBY ORDERS AND DIRECTS that until further or other order, and subject to modification hereafter from time to time and at any time:

SECTION I.

Authority is hereby given to the district representatives of the United States Fuel Administration to appoint a sufficient number of inspectors, in their respective districts to carry out the terms and provisions of this order, and to assign to each of said inspectors a particular territory.

SECTION II.

It shall be the duty of each of said inspectors—

(1) To cover his territory at as frequent intervals as may be consistent with thorough inspection. The inspectors shall be qualified by knowledge and experience of the particular district or districts in which the inspection is to be performed, and shall familiarize themselves with the conditions under which the coal is produced and prepared, so as to enable them to effectually carry out the terms and provisions of this regulation, the intent being to reinstate the cleaning of coal at the working faces of the mines; to reinstate employment of slate pickers with a view of bringing the ash contents of coal back to approximately the standard of normal times. Furthermore, where the coal in any part of the mine is found to be naturally of such character as to be unfit for market, judging from the usual standard of the district, the district representative may order the mining suspended in said part or parts of a mine until or unless proper cleaning methods be adopted, provided, however, that the workings shall not be so suspended where the nature of the mining to be done is necessary to preserve

¹ Chapter IV deals with the general subject of orders and regulations relating to the production of coal before it is loaded into the cars or wagons at the mine mouth. It therefore includes all orders relating to the preparation of coal for market, and orders relating to special qualities of coal for special purposes. It excludes, except incidentally, all reference to price, for which see Chapter II. It excludes orders relating to coke and petroleum and its products and natural gas.

the mine from damage, or where a cessation of work endangers life or may result in serious risk of flooding, of explosions, or of squeezing.

(2) To report daily to the district representative of the Fuel Administration, mines inspected, the condition of the coal as loaded; methods being employed to prepare and clean the product; whether or not the product being shipped to market, is, in his judgment, a well-prepared and merchantable product. All reports of inspections shall be made in quadruplicate, one to be forwarded by mail to the Fuel Administration, department of inspection, at Washington, D. C.; one to the district representative; one to the operator; and one to be retained by the inspector for his personal files.

SECTION III.

Inspectors are authorized to condemn at the mines any coal loaded in railroad cars, which in their judgment, is not properly prepared; and any inspector finding unmerchantable coal shall immediately notify the district representative and the operator by wire or in person and in writing, giving the car numbers and initials of any and all cars so rejected and stating the facts on which such action was based. A copy of such notice shall be immediately mailed to the United States Fuel Administration, department of inspection, and to the district representative. If the district representative approves the inspection report, he shall so notify the operator at once; in which case, unless the operator unloads and reprepares the rejected coal, the consignee shall be permitted to deduct fifty (50) cents per ton from the authorized price for the grade of coal with which the car is loaded: *Provided, however,* The consignee after examining the coal may at his option pay and the operator may receive the full authorized price. Each invoice covering the sale of condemned coal shall bear the following notation: "This reduced price is fixed by the U. S. Fuel Administration as a penalty for improper preparation." The operator shall thereupon immediately report to the United States Fuel Administration, department of inspection, at Washington; and to the district representative the disposition made by him of said car or cars of coal, and shall accompany his reports with a copy of the invoice.

The district representative, where repeated violation of this regulation has taken place, or in flagrant cases, shall require a special written report from the operator, which report shall be transmitted by said district representative to Washington with his conclusion thereon, all of which is subject to review by the United States Fuel Administrator.

This order or regulation shall not operate to change the terms, conditions, or validity of existing contracts, but new contracts shall be made subject to this order.

Above regulation to become effective March 11, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of May 27, 1918, Effective June 1, 1918, Cancelling the Order of Mar. 8, 1918, and Establishing Regulations Concerning the Inspection of Coal and the Methods Employed in Producing and Cleaning the Same.

WASHINGTON, D. C., May 27, 1918.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders that the regulation dated March 8, 1918, effective March 11, 1918, and contained in Publication No. 20, entitled "Regulation Concerning Clean Coal," be, and the same is hereby, canceled from and after 7 a. m., June 1, 1918,

And hereby makes and establishes the following regulation, effective 7 a. m., June 1, 1918, until further or other order, and subject to modification hereafter from time to time and at any time:

REGULATION CONCERNING THE INSPECTION OF COAL AT THE MINE AND THE METHODS EMPLOYED IN PRODUCING AND CLEANING THE SAME.

SECTION I. After the effective date of this order no bituminous coal shall be sold, shipped, or distributed if the same contain such a quantity of rock, slate, bone, sulphur, fire clay, shale, or such other form of impurities that it would not have been considered merchantable prior to January 1, 1916.

SEC. II. District Representatives are hereby authorized and directed forthwith to appoint an adequate number of coal inspectors in each of their districts. The appointment of such inspectors and the fixing of the compensation to be received by them shall be subject to the approval of the United States Fuel Administrator or such other person as may be designated by him for that purpose.

SEC. III. It shall be the duty of such coal inspectors:

(1) To familiarize themselves with the conditions under which coal is produced and prepared for market in the particular territory to which they are assigned, so as to enable them intelligently to determine the quality of the coal being produced and whether the same has been reasonably cleaned of impurities, so as to conform to Section I hereof, and to suggest and recommend such different or additional methods or means as they deem necessary for use by mine operators or mine employees to effect an improvement in the quality of the coal produced in their respective territories and to prevent the production of coal which fails to comply with Section I hereof.

(2) To inspect coal-mining operations and coal produced in the territory assigned to them periodically and at such times as may be directed by the District Representative in charge of the territory in which they are working.

(3) To make daily reports to such District Representatives, which shall show:

(a) Description and location of each lot of coal and of each mine inspected, together with full detailed information covering the methods employed at such mine in producing coal and preparing the same for market.

(b) Condition of coal as loaded, stating specifically whether in their judgment same conforms to Section I hereof.

(c) Any suggestions or recommendations which they deem it advisable to make for improvement in the quality of the coal being sent to market from their respective territories.

(4) To make reports in quadruplicate, the original to be forwarded to their District Representative, one copy to the Inspection Section, United States Fuel Administration, Washington, D. C., one copy to the operator whose mine or coal has been inspected, and one copy to be retained by the inspectors themselves.

(5) To cooperate fully in every reasonable and practicable way with mine operators and mine employees in an earnest endeavor to have coal properly cleaned and prepared for market.

SEC. IV. If any such inspector shall find that any coal is about to be shipped which in his opinion does not conform to the requirements of Section I hereof, said inspector is hereby authorized to condemn such coal and immediately to notify in person, or by wire, and in writing, both the operator producing such coal and the District Representative in charge of the territory in which such coal is located, and to forward to such District Representative and to the Inspection Section, United States Fuel Administration, Washington, D. C., a full report of his investigation and condemnation, stating specifically the location of the coal condemned, i. e., whether on the ground, in a bin, or other storage place, on barges at river, in tipples, or in railroad cars, together with the names or numbers of such barges and the initials and numbers of such cars. Upon receipt of such notification, the District Representative, if he approves of such condemnation, shall immediately give notice of his approval

to the operator producing such coal, confirming such notice in writing, and thereupon such operator shall have the following options:

(1) To take such steps as may be necessary, after unloading the same, if in railroad cars or barges, to make the same conform to the provisions of Section I hereof to the satisfaction of the inspector condemning the same, or

(2) To ship such coal and invoice the same with a deduction of 50 cents per net ton from the applicable Government mine price, or from the contract price if such coal has been sold under contract and the contract price differs from said Government price.

Each invoice for such condemned coal shall have indorsed thereon the following: "A reduction of 50 cents per net ton has been made on the sale of this coal because the same fails to comply with the standard of clean coal fixed by the United States Fuel Administrator."

Operators whose coal has been condemned shall immediately submit to the District Representative and to the Inspection Section, United States Fuel Administration, Washington, D. C., a written report of the disposition of such coal, and, in the event of the same having been sold, copies of all invoices must be attached to such report.

SEC. V. If repeated or flagrant violations of Section I of this regulation by any one operator are reported to a District Representative, he shall immediately make a full and complete report thereon to the Inspection Section, United States Fuel Administration, Washington, D. C., with his recommendations as to the action to be taken by the United States Fuel Administrator in respect thereto.

SEC. VI. If any inspector is of the opinion that coal being produced in any designated part or in the whole of any particular mine is naturally of such character as to be unfit for market, he shall immediately notify the operator producing the coal and the District Representative in charge of the territory in which the mine is located in person or by wire and in writing, and shall forward a written report to said District Representative and to the Inspection Section, United States Fuel Administration, Washington, D. C., stating in full the result of his investigation. Upon receipt of such written report said District Representative shall immediately make such further investigation as may to him seem proper and necessary, and promptly transmit all essential information obtained by him, together with his recommendation, to the Inspection Section, United States Fuel Administration, Washington, D. C. Upon receipt of said report from said district representative the said Inspection Section shall recommend to the United States Fuel Administrator, or such person as he may designate for that purpose, whether or not it is advisable to order that no further shipments shall be permitted from such mine or any specified part thereof.

SEC. VII. The term "mine" as used in this order shall be construed to cover any operation by which any kind of coal other than anthracite is produced or recovered from any source.

The above regulation promulgated this 27th day of May, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 8, 1918, Effective May 8, 1918, Establishing Regulations Concerning the Preparation and Inspection of Anthracite Coal Mined in Pennsylvania.

WASHINGTON, D. C., May 8, 1918.

The United States Fuel Administrator, acting under authority of the Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the purposes of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order, and subject to modification hereafter from time to time and at any time:

SECTION I.

Authority is hereby given to the Chairmen of the Fuel Committees of Lackawanna, Luzerne, and Schuylkill Counties, Pennsylvania, of the United States Fuel Administration, to appoint a sufficient number of Inspectors, in their respective Inspection Districts to carry out the terms and provisions of this order, and to assign to each of said Inspectors a particular territory.

SECTION II.

It shall be duty of each of said Inspectors—

(1) To cover his territory at as frequent intervals as may be consistent with thorough inspection, the inspectors shall be qualified by knowledge and experience of the particular district or districts in which the inspection is to be performed, and shall familiarize themselves with the conditions under which the coal is prepared, so as to enable them to effectually carry out the terms and provisions of this regulation, the intent being to have anthracite coal prepared according to approximately the standards of normal times.

(2) To report daily to his Chairman, operations inspected; condition of the coal; methods employed to size and clean and whether or not the coal being shipped to market is, in his judgment, a well-prepared and merchantable product.

SECTION III.

Inspectors are authorized to condemn any coal loaded in wagons or railroad cars, which in their judgment, is not properly prepared; and any Inspector finding unmerchantable coal shall immediately notify his Chairman, giving the car numbers and initials of any and all cars so condemned and stating the facts on which such action was based. If the Chairman approves the Inspection Report, he shall so notify the Operator at once, and shall instruct the operator in regard to preparing the coal condemned. The operator shall promptly reprepare the condemned coal and shall reload the cars from which the condemned coal was taken according to the instructions of the Chairman, and in case he fails to do so, the Chairman may order the operator to refrain from shipping any coal not conforming to the proper standard. Each of said Chairmen may temporarily suspend shipments from a Colliery whenever, in his opinion, the operator thereof is wilfully ignoring the inspection standards.

This order shall be effective on and after May 8, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Section 2.—Orders and Regulations Relating to the Special Preparation of Coal.

Order of the United States Fuel Administrator of Mar. 20, 1918, Effective April 1, 1918, Establishing Regulations Relative to the Production of Prepared Sizes of Bituminous Coal, Special Methods of Preparation, and Additional Prices for Coal so Prepared.

WASHINGTON, D. C., March 20, 1918.

It appearing to the United States Fuel Administrator that it is desirable to encourage producers of bituminous coal to adopt and apply, in addition to the processes of preparation formerly and ordinarily used in preparing for market such coal in the district in which it is produced, an extraordinary, unusual, and special preparation to the coal produced by them in order to relieve railroads and other carriers from the burden of transporting noncumbustible material, to decrease for the consumer the ash content of such coal, and to improve the combustion quality of bituminous coal, so subjected to such special preparation, to an extent sufficient to increase the value of the various

grades thereof above the value fixed for such grades, defined as "run of mine," "prepared sizes," and "slack or screenings," in the Executive order of the President, dated August 21, 1917, and the various orders of the United States Fuel Administrator in modification of the prices originally fixed in said Executive order, and that an extra allowance should in some cases be permitted to those operators who adopt and apply such extraordinary, unusual, and special preparation to the coal produced by them,

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated August 23, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917, hereby makes and establishes the following regulation, effective upon and after April 1, 1918, until further or other order, and subject to modification hereafter from time to time and at any time:

REGULATION CONCERNING THE PRODUCTION OF PREPARED SIZES OF BITUMINOUS COAL, SPECIAL OR UNUSUAL METHODS OF PREPARING THE SAME, AND THE CONDITIONS UNDER WHICH INCREASED PRICES MAY BE CHARGED THEREFOR.

SECTION I.

The terms "slack or screenings" as used in the President's Executive order of August 21, 1917, and in the orders of the United States Fuel Administrator, modifying the price of bituminous coal therein fixed, shall hereafter apply to and include only coal which has been passed through a screen with bars not less than three-quarters of an inch apart in the clear or perforated plates with holes not less than one inch in diameter

The term "prepared sizes" as used in said orders shall hereafter include only coal which does not pass through a screen with bars not less than three-quarters of an inch apart in the clear or perforated plates with holes not less than one inch in diameter.

In districts where there are authorized prices for screenings and prepared sizes respectively, if the operator desiring to make fine coal passes it through a larger-sized screen than three-quarter inch bar or one-inch perforated plate, making what is commonly known and sold as "nut and slack combined," it is his option to do so, but, in that event, he shall not be entitled to charge more for such coal than ninety per cent of the mine-run price.

Slack or screenings, separated or screened through bar screens or perforated plates of any size so that not less than fifty-five per cent of the mine-run product goes through such screens or plates, may be sold at an increase in price, fixed by the producer thereof and reported by him to the United States Fuel Administrator, provided that such increased price shall not exceed the applicable Government selling price per net ton for run of mine.

SECTION II.

PICKED, SPIRALIZED, AND WASHED COAL.—When coal, in addition to being screened into sizes, has been picked upon tables or loading booms, or has been cleaned by means of spiral or other mechanical separators or washers, in such manner that the fuel value and the cost of preparation are substantially increased and the total output substantially decreased through removal of waste and impurities, said coal may be sold, but only for shipment loaded on board cars at the mine on or before July 31, 1918, at an increase in price of not to exceed twenty (20) cents per net ton above the applicable Government selling price at the date of shipment for the respective grades, defined as "run of mine" and "prepared sizes," that are actually picked, spiralized, or washed, if the producer thereof has, in the manner provided in Sections III and IV of this regulation, obtained a temporary permit for making such additional charge. In cases where the above maximum of twenty (20) cents is not sufficient, in the opinion of the United States Fuel Administrator, to compensate for this work a special temporary permit authorizing a larger increase to such amount and under such circumstances as the

United States Fuel Administrator may deem proper, may in the discretion of the United States Fuel Administrator be issued as hereinafter in sections III and IV provided. Such temporary permits may also include coal coming within the prescribed "slack or screenings" sizes where such coal has been prepared by special process which in the judgment of the Fuel Administrator justifies such an extra charge of not exceeding twenty (20) cents per net ton for such specially prepared "slack or screenings."

The privilege to charge a sum not exceeding twenty (20) cents (and any larger additional sum which may be authorized in special temporary permits) per ton authorized under this section, and all temporary permits therefor, shall expire at the close of business July 31, 1918. Operators desiring to avail themselves of the privilege to charge the additional sum of not exceeding twenty (20) cents per ton hereinbefore authorized in this section, shall immediately notify the Fuel Administration in writing of their desire so to do and obtain a temporary permit expiring at the close of business July 31, 1918.

On and after August 1, 1918, only such additional amount may be charged for the extraordinary preparation herein provided for as shall be specifically authorized by the United States Fuel Administrator and named in each new permit which may then be issued pursuant to the provision of Sections III and IV hereof in lieu of the temporary permit issued prior to, and expiring on, said July 31, 1918. Such additional amount allowed after August 1, 1918, shall be determined by the United States Fuel Administrator on review of the monthly reports required in Section VII hereof and of other facts and information deemed by him pertinent.

The Fuel Administrator reserves the right to limit, restrict, control, change, or determine the sum which any operator may charge hereunder and the mine practices to be observed by such operator as a basis for such charge, at any time after the effective date of this regulation.

SECTION III.

Any person, firm, or corporation desiring to obtain a permit under these regulations may do so by filing with the license section of the legal division of the United States Fuel Administration an application, in such form as the United States Fuel Administration may from time to time prescribe, which shall be signed by the applicant, or in case the applicant is a corporation, by its president or other duly authorized officer stating—

(1) The number and location of mines owned by the concern at which machinery is now installed for the said extraordinary preparation of coal.

(2) A description of such machinery located at each of such mines, together with the date on which it was installed and the capacity per day of such machinery.

(3) The approximate amount of coal lost, or the reduction of ash or impurities, per ton by putting the same through such machinery or process.

(4) The market to which such prepared coal is shipped and the purpose for which it is used.

(5) A sworn itemized statement of the additional cost per ton incurred through special preparations.

(6) A statement as to what extent the applicant has been using such machinery during the six months prior to the date of such application.

(7) Amount of capital invested in plant which is used solely for special preparation.

The application shall contain such additional information as may be from time to time required by the United States Fuel Administrator.

SECTION IV.

On receipt of a written application, as provided in Section III of this regulation, for authority to make an additional charge per net ton for coal specially prepared in the manner indicated in Section II, and to be sold and shipped by such applicant prior to

August 1, 1918, the United States Fuel Administrator may in his discretion issue a temporary permit authorizing the applicant to make such additional charge. All such temporary permits shall, unless earlier revoked or cancelled, terminate on July 31, 1918. On receipt of such an application for a permit to make an additional charge for coal specially prepared in the manner indicated in Section II and to be sold and shipped on or after August 1, 1918, the United States Fuel Administrator may in his discretion issue a permit to remain in force until revoked or canceled by him, but subject to modification from time to time, authorizing the applicant to add to the Government price applicable to the coal sold and shipped by such applicant, such sum per ton as may be determined by the United States Fuel Administrator upon consideration of the monthly reports required by Section VII of this regulation, and of such other facts and information as may to him seem pertinent. The sum so determined shall be specified in the permit issued by the United States Fuel Administrator hereunder, and shall not be exceeded except as he may from time to time authorize by modification thereof in the permit or by the issue of a new permit. Every such permit shall be in writing, signed by the United States Fuel Administrator, or by his duly authorized representative, and shall be subject at all times to revocation or cancellation by the United States Fuel Administrator and also to such terms, conditions, restrictions, provisions, and requirements, as may from time to time be prescribed by the United States Fuel Administrator.

SECTION V.

In shipping coal which has been specially cleaned and prepared and which, under the provisions of Sections II, III, and IV of this regulation, is sold at a price above the going Government price otherwise applicable thereto, the applicant shall bury in the coal in each car two white cards, twelve by fourteen inches in size, on which shall appear the following statement:

"This coal is produced by the Company, and is specially cleaned and prepared, and by the authority of the United States Fuel Administrator, permit No., the producer thereof is authorized to add to the going Government price of \$..... per ton for such coal the sum of cents per ton to cover the cost of such preparation;" and such cards shall also show the railroad car number and initial of the car in which they are placed.

SECTION VI.

The amount added to the price of all coal sold under the terms of this regulation, together with the number of the permit, shall be separately stated on each invoice.

SECTION VII.

Monthly reports shall be made to the United States Fuel Administration by each operator holding a permit to charge the additional amount for extraordinary preparation in accordance with the provisions hereof. Such reports shall be made upon such dates and in such form and shall contain such information as may be from time to time prescribed or required by the United States Fuel Administration.

SECTION VIII.

No retail dealer shall add to his retail price for coal sold to domestic consumers any part of the additional price which may be authorized to be added by coal producers to coal prepared by an extraordinary, unusual, and special process as outlined in Section II of this order, unless such retail dealer has first obtained from the United States Fuel Administration a permit to make such addition to his customary retail prices, and, if such permit is issued, such addition shall be made only to such extent and subject to such terms and restrictions as may be therein provided, and subject

at all times to change and revocation, by the United States Fuel Administrator. Application for such retail dealer's permit may be made to the license section of the legal division of the United States Fuel Administration in such form, and containing such information, as the United States Fuel Administration may from time to time prescribe, and shall be signed by the applicant, or by his duly authorized representative. Monthly reports shall be made by every retail dealer to whom such a permit may be issued upon such dates and in such form, and containing such information, as may be from time to time prescribed or required by the United States Fuel Administration.

SECTION IX.

Nothing in this regulation contained shall be construed in any manner whatsoever to relieve any operator from the obligation to exercise the highest degree of care in mining coal to the end that excess quantities of rock, slate, bone, sulphur, fire-clay, shale, or other ash-forming impurities shall be eliminated therefrom, nor from the obligation to prepare coal in such manner that the same would have been considered clean and merchantable under former normal market conditions existing prior to the present war, and no permit will be issued for any additional price to cover such normal and customary preparation; nor will permits under this regulation be issued to any operators who shall fail to establish to the satisfaction of the United States Fuel Administrator the adequacy of the extraordinary, unusual, and special preparation of the coal produced by them, to give to such coal a substantial additional value; nor will permits be issued to operators in fields where the cost of such extraordinary, unusual, and special preparation has been, in the opinion of the United States Fuel Administrator considered and included in fixing the Government prices allowable in such fields, except to such extent, if any, as the prices, so fixed, do not in the opinion of the United States Fuel Administrator provide, in the case of any special operator in any such field, for the extra additional cost incurred by him in such extraordinary, unusual, and special preparation.

The above regulation shall become effective April 1, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 27, 1918, Effective June 1, 1918, Defining Slack or Screenings and Prepared Sizes.

WASHINGTON, D. C., May 27, 1918.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective June 1, 1918, until further or other order and subject to modification hereafter from time to time and at any time:

REGULATION ESTABLISHING THE DEFINITION OF SLACK OR SCREENINGS AND PREPARED SIZES.

SECTION I. *Slack or screenings.*—The term "slack or screenings" as used in the Executive order of the President dated August 21, 1917, and in the orders of the United States Fuel Administrator fixing prices for bituminous coal, shall, from and after the effective date of this regulation, apply to and include coal which, when loaded at the mine, passes through the accepted standard screens customarily used for making slack or screenings at such mine prior to January 1, 1916.

SEC. II. Application for specific screen specifications or for modification of customary or current specifications as named in section I will receive consideration when made by consumers or producers in such form as the United States Fuel Administrator may from time to time prescribe.

SEC. III. *Prepared sizes.*—The term "prepared sizes" as used in the Executive order of the President dated August 21, 1917, and in the orders of the United States Fuel Administrator fixing prices of bituminous coal shall, on and after the effective date of this regulation, include only coal which when loaded at the mine passes over the screens specified in Section I for the district in which such coal is mined.

SEC. IV. The United States Fuel Administrator may, upon application from producers or consumers in any district, establish prices or any special size different from those specified in Sections I and III or for any mixture of sizes which special size or mixture is required for the proper distribution of coal from such district.

The above regulation promulgated this 27th day of May, 1918.

H. A. GARFIELD.

United States Fuel Administrator.

Order of the United States Fuel Administrator of May 27, 1918, Effective 7 a. m., June 1, 1918, Canceling the Order of Mar. 20, 1918, and Establishing New Regulations Relative to Special Methods of Cleaning and Preparing Bituminous Coal and Increased Prices for Coal so Prepared.

WASHINGTON, D. C., May 27, 1918.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders that the regulation dated March 20, 1918, effective April 1, 1918, and contained in Publication No. 20, entitled "Regulation Concerning the Production of Prepared Sizes of Bituminous Coal, Special or Unusual Methods of Preparing the Same, and the Conditions under which Increased Prices May be Charged Therefor," together with all permits issued under said regulation, be and the same hereby are in all respects canceled and revoked from and after 7 a. m. June 1, 1918,

And hereby makes and establishes the following regulation, effective June 1, 1918, at 7 a. m., until further or other order and subject to modification hereafter from time to time and at any time:

REGULATION CONCERNING SPECIAL METHODS OF CLEANING AND PREPARING BITUMINOUS COAL AND THE CONDITIONS UNDER WHICH INCREASED PRICES MAY BE CHARGED THEREFOR.

SECTION I. *Mechanical preparation.*—No special allowance will be made for the ordinary method of cleaning or picking coal employed in any district, but a special allowance will be made for coal mechanically washed or extraordinarily cleaned or picked in such manner that the fuel value of the coal has been substantially increased by the removal of waste and impurities. Such allowance will be specifically determined by the United States Fuel Administration and the reason for such allowance and the amount thereof will be set forth in a permit to be applied for and issued pursuant to the provisions of sections II, III, IV, and V hereof.

SEC. II. Any person, firm, or corporation desiring to obtain a permit under this regulation may file with the License Section, Legal Division, of the United States Fuel Administration an application in such form as the United States Fuel Administration may from time to time prescribe.

SEC. III. On receipt of a written application, as provided in section II of this regulation, for authority to make an additional charge per net ton for coal specially

prepared in the manner indicated in Section I hereof the United States Fuel Administrator may, in his discretion, issue a permit authorizing the applicant to make such additional charge. Every such permit shall be in writing, shall be signed and numbered by the United States Fuel Administrator or by his duly authorized representative, shall be subject at all times to revocation or cancellation by the United States Fuel Administrator, and shall be in such form and subject to such terms, conditions, restrictions, provisions, and requirements as may from time to time be prescribed by the United States Fuel Administrator.

SEC. IV. The amount added to the base price pursuant to a permit issued under this regulation, together with the number of the permit, must be separately stated on each invoice.

SEC. V. Reports shall be made to the United States Fuel Administration by each operator holding a permit hereunder upon such dates, in such form, and containing such information as may from time to time be prescribed or required by the United States Fuel Administration.

SEC. VI. Nothing in this regulation contained shall be construed in any manner whatsoever to relieve any operator from the obligation to exercise the highest degree of care in mining coal, to the end that excess quantities of rock, slate, bone, sulphur, fire clay, shale, or other ash-forming impurities shall be eliminated therefrom, nor from the obligation to prepare coal in such manner that the same would have been considered clean and merchantable under normal market conditions existing prior to the present war.

The above order and the regulation therein contained promulgated this 27th day of May, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 25, 1918, Effective April 25, 1918, Establishing Regulations Relative to Special Preparation of Smithing Coal and the Additional Charge to be Made therefor.

It appearing to the United States Fuel Administrator that a further and additional regulation should be made governing the price, sale and distribution of coal to be used exclusively for smithing purposes,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, from time to time or at any time hereafter made, the following rules and regulations shall control the price, sale and distribution of smithing coal, viz:

SECTION I.

In districts where an extra allowance is made for prepared sizes, smithing coal may, under the order of February 14, 1918, be sold at such prepared sizes price applicable at date of shipment.

SECTION II.

In districts where no extra allowance is made for prepared sizes and the prepared sizes price is the same as the price for run of mine, producers of smithing coal who give special care and attention to the preparation of their coal by hand, without the use of special machinery, picking tables, loading booms or other mechanical devices required to obtain a permit under the Special Preparation Order of March 20, 1918 (Publication No. 20), may apply to the License Section of the Legal Division for a

permit to make an additional charge of 25 cents per ton of 2,000 pounds, to cover the cost of such special preparation.

SECTION III.

If smithing coal is washed or given special mechanical preparation application may be made to the License Section of the Legal Division under the provisions of the Special Preparation Order of March 20, 1918 (Publication No. 20), for a permit to make an additional charge to cover such washing or special preparation. If the ordinary temporary permit allowing an additional charge of 20¢ per ton is insufficient a special temporary permit granting a larger additional charge may be issued under the provision of Section II of that order. The classification of smithing coal under the order of February 14, 1918, into the prepared size class will be held to satisfy the provisions of Section IX of the Special Preparation Order that in order to obtain the additional charge therein specified the coal must first have been screened into sizes.

SECTION IV.

If smithing coal is shipped in bags the actual cost of such bags and expense of filling bags may be added to the applicable Government mine price.

SECTION V.

When smithing coal is loaded into box cars, an additional charge of 50¢ per ton of 2,000 pounds may be added to cover the cost of labor and material necessary to load smithing coal into box cars.

SECTION VI.

Under the order of April 6, 1918 (Statement No. 1737) no contracts entered into after August 21, 1917, for the shipment of smithing coal at prices higher than the applicable prepared size price at date of shipment will be approved where the difference between the contract price and the applicable prepared size price at date of shipment exceeds the additional charge which the producer of such coal would be entitled to under the provisions of the Special Preparation Order of March 20, 1918, or this order. It was not intended by such order of April 6, 1918, to reverse previous rulings that all contracts entered into after August 21, 1917, for the shipment of smithing coal must be considered as being subject to prices on smithing coal which might thereafter be fixed for such coal.

SECTION VII.

All invoices for smithing coal shipped after the effective date of this order at a price which exceeds the run of mine price applicable to the district where the coal is produced shall state thereon that the buyer in accepting the coal covenants and agrees that such coal will be used only for *bona fide* smithing coal purposes.

The above regulation promulgated and effective this 25th day of April, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 31, 1918, Effective Aug. 1, 1918, Establishing Prices of Sized Screenings.

WASHINGTON, D. C., July 31, 1918.

The United States Fuel Administrator having by a Regulation promulgated May 27, 1918, and contained in Publication No. 25, defined the term "slack or screenings" and "prepared sizes" as used in the Executive Order of the President dated August 21, 1917, and in the Orders of the United States Fuel Administrator fixing the prices for bituminous coal, and it having been provided in Section 4 of such Regulation that the United States Fuel Administrator upon application from producers and consumers in any district might establish prices for any special sizes different from those

defined in said Regulation, or for any mixture of sizes required for the proper distribution of coal from such district, and application having been made from producers and consumers in various districts of the United States for the establishment of prices for special sizes of bituminous coal passing over one-half inch or larger mesh and over one-quarter inch and under one-half inch mesh, and it having been determined by said United States Fuel Administrator that the establishment of prices for such special sizes and for the resultant screenings whether sold separately or mixed with other coal is required for the proper distribution of coal throughout the various districts of the United States,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation effective August 1, 1918, until further or other order and subject to modification hereafter from time to time and at any time,

REGULATION, FIXING THE PRICES OF SIZED SCREENINGS.

The prices of sized screenings shipped on and after the effective date of this regulation are hereby fixed f. o. b. cars at the mine per net ton as follows:

1. For all special sizes passing over a mesh over one-half inch in size, the applicable Government mine price for prepared coal at the mine where such screenings are produced.

2. For all special sizes passing over a mesh over one-quarter inch and under one-half inch in size, the applicable Government mine price for run of mine coal at the mine where such special sizes are produced.

3. For all fine sizes from sized coal passing through a mesh one-half inch or smaller in size, the applicable Government mine price for standard screenings at the mine where such fine screenings are produced, less 30¢ per net ton.

4. If fine screenings or "carbon" passing through one-half inch or smaller mesh as the result of producing special sized screenings are mixed with other coal, whether the same be mine run, prepared or standard screenings, the selling price of the mixture shall not exceed the applicable Government mine price for standard screenings at the mine where such mixture is produced, less 30¢ per net ton.

H. A. GARFIELD,
United States Fuel Administrator.

Section 3.—Regulations in Regard to Permissible Bunker Coal.

Order of the United States Fuel Administrator of April 1, 1918, Effective April 1, 1918, Establishing Regulations Relative to Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports.

WASHINGTON, D. C., April 1, 1918.

It appearing to the United States Fuel Administrator that it is essential to the successful prosecution of the war that the efficiency of all steamships engaged in overseas or coastwise trade must be maintained at the highest possible point, and that such efficiency can be increased by the use of carefully selected coal of a kind which will give to each ship using it a greater steaming radius, and higher speed from a given weight and bulk of fuel coal,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August

10, 1917, hereby makes and establishes the following regulation, effective upon and after the date hereof:

REGULATION RELATIVE TO REQUIRED QUALITY AND GRADES OF COAL FOR BUNKERING STEAMSHIPS AT ATLANTIC AND GULF PORTS:

1. No producer, sales agent, jobber or other supplier of coal shall deliver or cause to be delivered at any Atlantic or Gulf port to any ocean-going steamship bound for any foreign or domestic port, any bunker coal for use in the propulsion of such steamship other than that which has been specified by the United States Fuel Administrator as permissible Bunker Coal.

2. The suitability of any coal or coals for classification as Permissible Bunker Coal other than the coals already so specified prior to the effective date of this Regulation, will be determined by the United States Fuel Administration and included in such classification only upon the recommendation of the United States Bureau of Mines.

3. The shipment of "slack" or sizes of coal smaller than "Run of Mine" to any port for bunker purposes or to any pool designated as a Permissible Bunker Coal Pool, is expressly prohibited except when special permission of the United States Fuel Administration shall have first been obtained in the case of each such shipment.

LIST OF PERMISSIBLE BUNKER COALS AT ATLANTIC PORTS NORTH OF CAPE HATTERAS.

4. At Atlantic ports at which all tidewater coal is pooled and delivered through the Tidewater Coal Exchange, Permissible Bunker Coal is hereby specified as follows:

At Hampton Roads: Coal originating in the Pocahontas and New River fields which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 1 or Pool No. 2 at Lambert's Point, Sewall's Point or Newport News.

At New York, Philadelphia, Baltimore:

(a) Coal originating at mines on the Acceptable List of the United States Navy, which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 1.

(b) Coal originating at mines on the New York Central Railroad, on the Pennsylvania Railroad, or on any of their connecting lines, which has been or may be classified by the Tidewater Coal Exchange for consignment to Pools No. 9 and No. 10.

(c) Coal originating at mines on the Buffalo, Rochester & Pittsburgh Railroad, which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 14.

(d) Coal originating at mines on the Baltimore & Ohio Railroad, Western Maryland Railway, or on any of their connecting lines, which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 22.

5. At other ports north of New York which receive their supply of coal from New York, Philadelphia, Baltimore or Hampton Roads, coal for steamship use is to be supplied only from the above mentioned list of Permissible Bunker Coals, as set out and specified in Paragraph 4 of this Regulation.

6. The proper authorities at all ports affected by this Regulation have been instructed strictly to observe and enforce all of its provisions.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of May 15, 1918, Effective May 16, 1918, Modifying the Order of April 1, 1918, Relative to Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports.

WASHINGTON, D. C., May 15, 1918.

It appearing to the United States Fuel Administrator that coal classified by the Tidewater Coal Exchange for consignment of Pool No. 14 is not suitable for bunkering purposes under said order, dated April 1, 1918,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the "Regulation relative to required quality and grades of coal for bunkering steamships at Atlantic and Gulf ports", established by order of the undersigned April 1, 1918, is hereby modified and amended by striking out from the section numbered 4 thereof the entire sub-paragraph (c), which read as follows:

"(c) Coal originating at mines on the Buffalo, Rochester & Pittsburgh Railroad, which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 14."

This order is to become effective May 16, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 2, 1918, Effective July 3, 1918, Further Modifying the Order of April 1, 1918, Relative to Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports.

WASHINGTON, D. C., July 2, 1918.

It appearing to the United States Fuel Administrator that Lump and Egg Coal contained in Pool No. 44 at Hampton Roads which Pool contains the screened coal from Pools No. 1 and No. 2 should be added to the list of Permissible Bunker Coals at Hampton Roads,

And it also appearing to the United States Fuel Administrator that the Tidewater Coal Exchange at New York, Philadelphia and Baltimore has re-numbered as Pool No. 4, coal originating at mines on the New York Central Railroad, formerly classified as Pool No. 9, and has also re-numbered as Pool No. 9, coal originating at mines on the Baltimore & Ohio Railroad and the Western Maryland Railway, formerly classified as Pool No. 22,

And the United States Fuel Administrator having by order dated May 15, 1918, modified the above order dated April 1, 1918, entitled "Order Establishing a Regulation Relative to Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports" by striking therefrom sub-paragraph "c" of Section 4,

Now, therefore, The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Order, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that Section numbered 4 of the "Regulation Relative to Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports," established by order of the undersigned dated April 1, 1918, is hereby modified and amended to read as follows:

"4. At Atlantic Ports at which all tidewater coal is pooled and delivered through the Tidewater Coal Exchange, Permissible Bunker Coal is Hereby specified as follows:

At Hampton Roads: Coal originating in the Pocahontas, Tug River and New River fields which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 1 or Pool No. 2 at Lambert's Point, Sewall's Point or Newport News, and the Lump and Egg Coal, but not the Nut Coal, originating in the Pocahontas, Tug River and New River fields which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 44 at Lambert's Point, Sewall's Point or Newport News.

At New York, Philadelphia, Baltimore:

(a) Coal originating at mines on the Acceptable List of the United States Navy, which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 1.

(b) Coal originating at mines on the New York Central Railroad or on any of its connecting lines which has been or may be classified by the Tidewater Coal Exchange for consignment to Pools No. 4 and No. 10.

(c) Coal originating at mines on the Pennsylvania Railroad or on any of its connecting lines which has been or may be classified by the Tidewater Coal Exchange for consignment to Pools No. 9 and No. 10.

(d) Coal originating at mines on the Baltimore & Ohio Railroad, the Western Maryland Railway or on any of the connecting lines, which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 9".

This order to become effective July 3, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 18, 1918, Effective 7 a. m., July 23, 1918, Modifying and Amending the Order of April 1, 1918, and Amendments thereof, Relative to Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports.¹

WASHINGTON, D. C., July 18, 1918.

It appearing to the United States Fuel Administrator that it is essential to the successful prosecution of the war that the "Regulation Relative to Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports," established in the order dated April 1, 1918, and modified in the orders dated May 15, 1918, and July 2, 1918, should be further modified and amended,

The United States Fuel Administrator acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby Orders and Directs that the "Regulation Relative to Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports," established by order dated April 1, 1918, and modified by orders dated May 15, 1918, and July 2, 1918, be and the same hereby is modified and amended so as to read as follows:

REGULATION RELATIVE TO REQUIRED QUALITY AND GRADES OF COAL FOR BUNKERING
STEAMSHIPS AT ATLANTIC AND GULF PORTS.

1. No producer, sales agent, jobber or other supplier of coal shall deliver or cause to be delivered at any Atlantic or Gulf Port to any ocean going steamship bound for any foreign or domestic port, any bunker coal for use in the propulsion of such steamship other than that which has been specified by the United States Fuel Administrator as Permissible Bunker Coal.

2. The shipment of "slack" or sizes of coal smaller than "Run of Mine" to any port for bunker purposes or to any pool designated as a Permissible Bunker Coal Pool, is expressly prohibited except when special permission of the United States Fuel Administration shall have first been obtained in the case of each such shipment.

3. Gulf ports and Atlantic ports south of Cape Hatteras: The suitability of any coal or coals for classification as Permissible Bunker Coal at Gulf ports and Atlantic

¹ The Legal Division of the Administration has ruled, under date of July 24, 1918, that lighthouse tenders of the United States Light-house Service when operating exclusively inside the Capes either in the waters of Chesapeake Bay, or its tributaries, are not ocean-going steamships engaged either in "Coast-wise Trade" or "Over-seas Trade" as those terms are used in the amended Permissible Bunker Coal Regulation contained in the order of July 18, 1918. They are not therefore restricted to coals contained in the Pools at Baltimore specified in the regulation, but may be bunkered with other coal acceptable to the United States Light-house Service, when operating in the waters above mentioned.

ports south of Cape Hatteras, other than the coals already so specified prior to the effective date of this Regulation, will be determined by the United States Fuel Administration and included in such classification only upon the recommendation of the United States Bureau of Mines.

4. List of Permissible Bunker Coals at Atlantic ports north of Cape Hatteras: At Atlantic ports at which all tidewater coal is pooled and delivered through the Tidewater Coal Exchange, Permissible Bunker Coal is hereby specified as follows:

At Hampton Roads for overseas and coastwise trade: (a) Coal originating at mines on the Chesapeake & Ohio Railway, the Norfolk & Western Railway, the Virginian Railway or any of their connecting lines in the Pocahontas, Tug River and New River fields which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 1 or Pool No. 2 at Lambert's Point, Sewall's point or Newport News, and the Lump and Egg Coal, but not the Nut Coal, originating in the Pocahontas, Tug River and New River fields which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 44 at Lambert's Point, Sewall's Point or Newport News.

At New York, Philadelphia, Baltimore, for overseas trade: (b) Coal originating at mines on the Acceptable List of the United States Navy, which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 1, when used by itself and not mixed with coal from any other pool.

(c) Coal originating at mines on the Pennsylvania Railroad, the Baltimore & Ohio Railroad, the Western Maryland Railway or on any of their connecting lines, which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 9, when used by itself and not mixed with coal from any other pool.

At New York, Philadelphia, Baltimore for coastwise trade: (d) Coal originating at mines on the New York Central Railroad or on any of its connecting lines which has been or may be classified by the Tidewater Coal Exchange for consignment to Pools No. 4 and No. 10, and coal originating at mines on the Pennsylvania Railroad, Baltimore & Ohio Railroad or Western Maryland Railway or on any of their connecting lines, which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 10, as well as coal described in sub-paragraphs (b) and (c) is permissible Bunker Coal for steamships engaged in coastwise trade only.

(e) The provisions of this Regulation in respect to coal for "Overseas Trade" shall include coal furnished ships engaged in trade between ports of the United States and ports of foreign countries, either Trans-Atlantic or via Panama Canal, and between ports of the United States and the Panama Canal zone or Porto Rico, and coal furnished to all Navy vessels and Army transports of the United States and its Allies whether engaged in Trans-Atlantic service or otherwise. The provisions of this Regulation in respect to coal for "Coastwise Trade" shall include coal furnished ships engaged in service between Atlantic Ports of the United States and between such ports and Canada.

5. At other ports north of New York which receive their supply of coal from New York, Philadelphia, Baltimore or Hampton Roads, coal for steamship use is to be supplied only from the above mentioned list of Permissible Bunker Coals, as set out and specified in Paragraph 4 of this Regulation.

6. Other pool numbers may be added from time to time as Permissible Bunker Coal by the United States Fuel Administration upon written recommendation of the Tidewater Coal Exchange that coal classified for consignment to such additional pool numbers is suitable for bunkering steamships engaged in overseas trade.

7. The proper authorities at all ports affected by this Regulation have been instructed strictly to observe and enforce all of its provisions.

This order shall become effective 7 a. m., July 23, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 13, 1918, Effective Aug. 14, 1918, Further Amending the Regulation of April 1, 1918 and Amendments thereto, Relative to the Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports.

WASHINGTON, D. C., August 13, 1918.

The Tidewater Coal Exchange having made a written recommendation to the United States Fuel Administrator that coal which has been or may be classified by said Exchange for consignment to one additional pool created by it at New York, Philadelphia and Baltimore, and numbered 71 is suitable for bunkering steamships engaged in overseas trade.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the "Regulation Relative to Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports" established by order dated April 1, 1918, and amended by Orders dated May 15, 1918, July 2, 1918, and July 18, 1918, is hereby further amended so that sub-paragraph (c) Section 4 of such Regulation shall read as follows:

"(c) Coal originating at mines on the Pennsylvania Railroad, the Baltimore and Ohio Railroad, the Western Maryland Railway, or on any of their connecting lines, which has been or may be classified by the Tidewater Coal Exchange for consignment to either Pools 9 or 71, when coal from such pools is used by itself and not mixed with coal from any other pool."

This Order shall become effective August 14, 1918.

H. A. GARFIELD;

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Assistant United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 27, 1918, Effective Nov. 27, 1918, Vacating prior Orders and Establishing a Regulation Relative to the Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports.

WASHINGTON, D. C., November 27, 1918.

It appearing to the United States Fuel Administrator that for the better distribution and apportionment of bituminous coal, and to insure an adequate supply at Atlantic and Gulf ports of coal for bunkering purposes, the various regulations of said Administrator relative to the required quality and grades of coal for bunkering steamships at Atlantic and Gulf ports should be revised,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated April 1, 1918, entitled "Order Establishing a Regulation Relative to Required Quality and Grades of Coal for Bunkering Steamships at Atlantic and Gulf Ports," and the orders of said Administrator dated, respectively, May 15, 1918, July 2, 1918, July 18, 1918, and August 13, 1918, amending said regulation, be, and each of said orders hereby is, vacated and set aside as of the effective date of the regulation hereinafter established, and said Administrator

Hereby makes and establishes the following regulation effective November 27, 1918:

REGULATION RELATIVE TO REQUIRED QUALITY AND GRADES OF COAL FOR BUNKERING
STEAMSHIPS AT ATLANTIC AND GULF PORTS.

1. No producer, sales agent, jobber, or other supplier of coal shall deliver or cause to be delivered at any Atlantic or Gulf port, to any ocean-going steamship bound for any foreign or domestic port, any bunker coal for use in the propulsion of such steamship other than that which has been specified by the United States Fuel Administrator as permissible bunker coal.

2. The shipment of "slack" or sizes of coal smaller than "run of mine" to any Atlantic port north of Cape Hatteras for bunker purposes, or to any pool designated as a permissible bunker-coal pool, is expressly prohibited except when special permission of the United States Fuel Administration shall have first been obtained in the case of each such shipment.

GULF PORTS AND ATLANTIC PORTS SOUTH OF CAPE HATTERAS.

3. The suitability of any coal or coals for classification as permissible bunker coal at Gulf ports and Atlantic ports south of Cape Hatteras, other than the coals already so specified prior to the effective date of this regulation, will be determined by the United States Fuel Administration and included in such classification only upon the recommendation of the United States Bureau of Mines.

LIST OF PERMISSIBLE BUNKER COALS AT ATLANTIC PORTS NORTH OF CAPE HATTERAS.

4. At Atlantic ports at which all tidewater coal is pooled and delivered through the Tidewater Coal Exchange, permissible bunker coal is hereby specified as follows:

AT HAMPTON ROADS FOR OVERSEAS AND COASTWISE TRADE.

(a) Coal originating at mines on the Chesapeake & Ohio Railway, the Norfolk & Western Railway, the Virginian Railway, or any of their connecting lines in the Pocahontas, Tug River, and New River fields which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 1 or Pool No. 2 at Lamberts Point, Sewalls Point, or Newport News, and the lump and egg coal, but not the nut coal, originating in the Pocahontas, Tug River, and New River fields which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 44 at Lamberts Point, Sewalls Point, or Newport News.

AT NEW YORK, PHILADELPHIA, BALTIMORE FOR OVERSEAS OR COASTWISE TRADE.

(b) Coal originating at mines on the acceptable list of the United States Navy which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 1.

(c) Coal originating at mines on the supplementary list of the United States Navy which has been or may be classified by the Tidewater Coal Exchange for consignment to Pool No. 71.

(d) Coal originating at mines on the Pennsylvania Railroad, the New York Central Railroad, the Baltimore & Ohio Railroad, the Western Maryland Railway, or on any of their connecting lines, which has been or may be classified by the Tidewater Coal Exchange for consignment to Pools Nos. 4, 9, or 10.

(e) Coals of Pools Nos. 1, 9, and 71 may be mixed with each other, but not with coal of Pools Nos. 4 or 10, and coals of Pools Nos. 4 and 10 must not be mixed with each other or with coal of any other pool.

5. At other ports north of New York which receive their supply of coal from New York, Philadelphia, Baltimore, or Hampton Roads, coal for steamship use is to be supplied only from the list of permissible bunker coals specified in paragraph 4 of this regulation.

6. Other pool numbers may be added from time to time as permissible bunker coal by the United States Fuel Administration upon written recommendation of the Tidewater Coal Exchange that coal classified for consignment to such additional pool numbers is suitable for bunkering steamships engaged in overseas trade.

7. The proper authorities at all ports affected by this regulation have been instructed strictly to observe and enforce all of its provisions.

H. A. GARFIELD,

United States Fuel Administrator.

TITLE II.

ORDERS AND REGULATIONS RELATING TO THE OPENING OF NEW MINES.

Order of the United States Fuel Administrator of Nov. 23, 1917, Establishing Regulations Affecting Mining Operations Begun not Later than Sept. 1, 1916, and Ready to Produce Coal on or before Jan. 1, 1918.

WASHINGTON, D. C., Nov. 23, 1917.

Operators owning or controlling a mine falling within this category may sell coal produced from said mine on orders or under contracts approved by the United States Fuel Administrator at cost, plus the profit specified in paragraph No. 6 below, and subject to the following provisions:

(1) The quality of the coal produced and the mining conditions and equipment must be acceptable to the United States Fuel Administrator.

(2) Deliveries of coal, whether on orders or under contract, may not be extended beyond January 1, 1919.

(3) Monthly cost statements shall be submitted to the United States Fuel Administrator in such detail as may be prescribed by him.

(4) The only elements which shall enter into the cost shall be the actual cost of mining, transporting, hoisting, and loading coal, to which shall be added only a fair proportion not to exceed one-half ($\frac{1}{2}$) of the cost of mine management and maintenance.

(5) Contracts for the sale of coal shall contain an express provision that the government prices for coal f. o. b. mines, in the district in which said mine is located, may be substituted for the contract prices herein provided for, upon thirty days notice to the parties concerned by the United States Fuel Administrator.

(6) In addition to the costs provided for in paragraph No. 3 above an amount may be added for profit on the following basis:

Fifteen cents per ton when the daily shipments are 250 tons or more. That is to say until the daily shipments are 250 tons no amount is to be added for profit.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 18, 1917, Effective Dec. 18, 1917, Vacating the Order of Nov. 23, 1917, Establishing Regulations Affecting Mining Operations Begun not Later than Sept. 1, 1916, and Ready to Produce Coal on or before Jan. 1, 1918.

WASHINGTON, D. C., Dec. 18, 1917.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the Order of said Administrator dated November 23, 1917, establishing "Regulations Affecting Mining Operations Begun not Later

than September 1, 1916, and Ready to Produce Coal on or Before January 1, 1918," be and the same hereby is vacated and set aside.

This order to become effective December 18, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

Statement of the United States Fuel Administrator of May 23, 1918, Relative to the Policy of the United States Fuel Administration in Regard to the Opening of New Mines and the Procedure to be Adopted in Making Application Therefor.

The United States Fuel Administration will encourage the opening of new mines, whenever it appears to its satisfaction that this can be accomplished without taking labor from mines already developed and capable of producing more coal than at present, so that the net result will be an increased production of coal when the entire field is considered.

Coal is not commercially produced until it is loaded into railroad cars at the tippie. The United States Fuel Administration is, therefore, unwilling to approve of the opening of new mines, even when labor is abundant, if it appears to the United States Railroad Administration impossible or inexpedient to furnish the necessary railroad facilities.

To satisfy the two Administrations upon these points, the following procedure will be adopted:

(1) All applications for the development of new mines shall be taken up in the first instance with the railroad upon which the connection is desired, full information in regard to the proposed operation accompanying the application. Four copies of applications and papers are to be filed.

(2) Three copies of the application and accompanying papers will be forwarded to the Regional Director for his approval or disapproval.

(3) The Regional Director will forward two copies of the application and papers with his approval or disapproval to the Director, Division of Transportation, United States Railroad Administration.

(4) The Director, Division of Transportation, United States Railroad Administration, will submit one copy of the application and papers with the recommendation of the Regional Director to the United States Fuel Administrator.

(5) Representatives of the United States Railroad Administration and of the United States Fuel Administration will, thereupon, agree upon the approval or disapproval, and a single notice of the disposal of the case indicating joint consideration and action, will be sent to the applicant through the office in which the application originated.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., May 23, 1918.

Order of the United States Fuel Administrator of Nov. 7, 1918, Approved by the United States Railroad Administration, Directing that Applications for Mine Track Connections be made to Local Railroad Officials.

WASHINGTON, D. C., November 7, 1918.

NOTICE.

The present practice of making application to the United States Fuel Administration for permission to install track connections to mines is hereby discontinued.

Hereafter, such applications should be made direct to the local railroad officials as in pre-war times.

H. A. GARFIELD,
United States Fuel Administrator.

Q. K. for the R. R. Administration.

W. T. TYLER,
Senior Director of Operations.

TITLE III.

MISCELLANEOUS REGULATIONS RELATING TO PRODUCTION.

Order of the United States Fuel Administrator of Nov. 22, 1917, Effective a. m., Nov. 23, 1917, Relative to the Sizes of Lignite Coal in Colorado.

WASHINGTON, D. C., November 22, 1917.

It appearing to the United States Fuel Administrator that it is essential to the adequate supplying of the needs of the State of Colorado and other States of the Union using and consuming coal known as "lignite coal," that the same shall be hereafter, and until further order in the premises, sold in substantially the same sizes and forms as it has hitherto customarily been produced and sold;

Now, the United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator in the premises, and subject to such modifications as may be made by him from time to time hereafter, each and all producers of lignite coal in the State of Colorado shall produce and sell lignite coal in substantially the same sizes and proportionate quantities of sizes as those in which the said coal was produced and sold by them in the year 1916.

This order becomes effective at 7 a. m., November 23, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 18, 1918, Establishing Regulations Relative to the Operation of Coal Mines Dependent on the Virginian Power Co. for Electric Power.

WASHINGTON, D. C., February 18, 1918.

It appearing to the United States Fuel Administrator that in view of the partial breakdown at the plant of the Virginian Power Company, and the consequent diminution in the amount of power furnished thereby, there is danger of overloading said plant and causing a complete interruption of its service, unless a division of time, during which such power may be used, is made among the various mines dependent upon said plant for electric power in the operation of said mines, and that the production from all such mines is essential to the prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917, hereby makes and establishes the following

REGULATION RELATIVE TO OPERATION OF COAL MINES DEPENDENT UPON VIRGINIAN POWER COMPANY FOR ELECTRIC POWER.

During the present week and each alternate week hereafter until this regulation is amended, suspended or repealed, operators of mines in the New River field and Winding Gulf field shall use Virginian Power Company electric power for mine operations only between the hours of five o'clock a. m. and half past one o'clock p. m., but such operators may use such power at other hours for the operation of fans, lights and pumps. The use of such power for the operation of pumps should so far as possible be confined to the hours after ten o'clock p. m. and before five o'clock a. m. Operators in the Kanawha field shall use such power for mine operations only between the hours of half past one o'clock p. m. and ten o'clock p. m. Operators in both New

River and Winding Gulf fields and the Kanawha field may use such power after ten o'clock in the evening and before five o'clock in the morning to run cutting machines.

During the week beginning Monday, February twenty-fifth, and each alternate week thereafter until this regulation is amended, suspended or repealed, operators, of mines in said Kanawha field shall use Virginian Power Company electric power for mine operations only between the hours of five o'clock a. m. and half past one o'clock p. m., and operators in the New River field and Winding Gulf field shall use such power for mine operations only between the hours of half past one o'clock p. m. and ten o'clock p. m., but such lastnamed operators may use such power at other hours for the operation of fans, lights, and pumps. The use of such power for the operation of pumps shall so far as possible be confined to the hours after ten o'clock p. m. and before five o'clock a. m. Operators in both New River and Winding Gulf fields and the Kanawha field may use such power after ten o'clock in the evening and before five o'clock in the morning to run cutting machines.

It is further ordered that the above regulation is subject to modification, suspension, or repeal at any time by the United States Fuel Administrator, and that so long as the same remains in effect it must be strictly observed by every operator in any of said fields who uses power furnished by said Virginian Power Company, under the penalties imposed and provided for in said act approved August 10, 1917.

It is further ordered that a copy of this order be served upon said Virginian Power Company and upon each operator of a mine using power furnished by the said Power Company.

H. A. GARFIELD,
United States Fuel Administrator.

CHAPTER V.

ORDERS AND REGULATIONS RELATING TO CONSERVATION.¹

TITLE I.

ORDERS AND REGULATIONS RESTRICTING FUEL CONSUMPTION BY NON-WAR INDUSTRIES.

Order of the United States Fuel Administrator of Jan. 9, 1918, Effective Jan. 9, 1918, Restricting Fuel Consumption by Manufacturers of Boxboard, Paperboard, Strawboard, etc.

Whereas it is essential effectively to carry out the provisions of the Act of Congress approved August 10, 1917, and referred to in the Executive Order of the President of the United States dated August 23, 1917, appointing the United States Fuel Administrator, to restrict the consumption of fuel by manufacturers of boxboard, paperboard, strawboard and the other boards hereinafter enumerated, to the extent hereinafter specified, and

Whereas it appears to the United States Fuel Administrator, after consultation with a majority of the manufacturers of boxboard, paperboard, strawboard, and other boards hereinafter enumerated, in the United States, that the restriction of fuel consumption herein required is reasonable and that the consequent limitation of their output during the present emergency will not seriously endanger the future of the industry now carried on by them;

Now therefore the United States Fuel Administrator, acting under an Act of Congress controlling the distribution of food products and fuel, approved August 10, 1917, and pursuant to the authority vested in him by Executive order of the President of the United States issued August 23, 1917,

Hereby makes and prescribes the following Regulation, effective until further or other order and subject to modification, hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF BOXBOARD, PAPERBOARD, STRAWBOARD, ETC.

No person, firm, association or corporation shall hereafter use, consume or burn fuel of any description, including coal, coke, natural gas, fuel oil, or other petroleum products or use power derived from any such fuel, for or in connection with the manufacture of boxboard, paperboard, strawboard, pulpboard, binderboard, tagboard, or any other boards whatsoever, made from white pulps, waste paper or rags of a thick-

¹ Chapter V deals with orders effecting the conservation of fuel by restricting consumption for purposes not deemed essential. It includes all orders and amendments restricting fuel consumption by non-war industries with the exception of the Closing Order of January 17, 1918. While from many aspects that order was a conservation order, it dealt primarily with the emergency distribution of fuel, the restrictions upon fuel consumption being merely incidental to the main object of distributing coal for certain highly essential purposes such as the bunkering of ships. The Closing Order with its amendments will therefore be found, *supra*, in Chapter III, Title VII, Section 2. The chapter also includes those miscellaneous restrictive orders relating to country clubs, private yachts, "lightless nights," etc.

This publication, since it is concerned only with orders of legal effect, makes no reference to the very large conservation accomplished by the propaganda of the Administration, its work in increasing the efficiency of steam plants, the skip-stop system, etc.

ness in excess of seven-thousandths of an inch, from seven o'clock in the morning of Saturday in each week until seven o'clock in the morning of the following Monday.

Any person, firm, association or corporation which violates or refuses to conform to the above regulation, will be liable to the penalty prescribed in the aforesaid Act of Congress.

The above Regulation effective this 9th day of January, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 15, 1918, Effective Jan. 15, 1918, Amending the Order of Jan. 9, 1918, Restricting Fuel Consumption by Manufacturers of Boxboard, Paperboard, Strawboard, etc.

WASHINGTON, D. C., Jan. 15, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said Order, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby Orders and Directs that the Regulation heretofore established by said Administrator dated January 9, 1918, be and the same hereby is amended to read as follows:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF BOXBOARD,
PAPERBOARD, STRAWBOARD, ETC.

"No person, firm, association or corporation shall hereafter use, consume or burn fuel of any description, including coal, coke, natural gas, fuel oil, or other petroleum products or use power derived from any such fuel, for or in connection with the manufacture of boxboard, paperboard, strawboard, pulpboard, binderboard, tagboard, or any other boards whatsoever, made from wood pulps, waste paper, rags, straw, jute, root and rope pulps, of a thickness in excess of seven-thousandths of an inch, from seven o'clock in the morning of Saturday in each week until seven o'clock in the morning of the following Monday."

"Any person, firm, association, or corporation which violates or refuses to conform to the above Regulation will be liable to the penalty prescribed in the aforesaid Act of Congress."

Said regulation amended as hereinabove set forth shall be effective this 15th day of January, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Mar. 20, 1918, Suspending the Operation of the Orders of Jan. 9, 1918, and Jan. 15, 1918, Restricting the Consumption of Fuel by Manufacturers of Boxboard, Paperboard, Strawboard, Etc.

WASHINGTON, D. C., March 20, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the operation and enforcement of the Regulation of said Administrator established January 9, 1918, and the Amendment thereto dated January 15, 1918, restricting the consumption of fuel by manufacturers of boxboard, paperboard, strawboard, etc., be, and the same hereby is suspended until the further order of said United States Fuel Administrator in the premises.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 20, 1918, Restricting Fuel Consumption by Manufacturers of Common Window Glass.

WASHINGTON, D. C., February 20, 1918.

It appearing to the United States Fuel Administrator in view of the increased demand for fuel for industries engaged in production of munitions and commodities required in the conduct of the war, and of the probability, owing to the limitations upon transportation facilities and to other causes resulting from the war, of an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the war, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that the manufacture of common window glass as defined in the regulation hereinafter prescribed; and that a majority of manufacturers of such glass have confirmed the opinion of the United States Fuel Administrator, and the United States Fuel Administrator hereby finding, that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that the limitation, consequent upon such restriction, in the production of such common window glass during the present war, will not seriously impair or jeopardize the future efficiency of the industry for producing such common window glass; and that such restriction will contribute to the successful outcome of the war and to the necessary supply of fuel for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers in accordance with the relatively essential nature of their products to the prosecution of the war;

The United States Fuel Administrator acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order, and subject to modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF COMMON WINDOW GLASS.

The term "common window glass" in this regulation shall be construed to cover hand-blown, machine-blown or machine-drawn glass known in the trade as 16 oz.; single strength, double strength; and glass heavier than double strength.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of common window glass.

No manufacturer, as defined above, shall at any of his plants consume or use fuel of any description, including coal, coke, fuel oil, and natural gas, or use power derived from any such fuel, for or in connection with the manufacture of common window glass, as above defined, during the year beginning December 8, 1917, and ending December 7, 1918, to an amount in excess of that necessary to produce at such plant one-half of the quantity of such common window glass produced at such plant during the manufacturing year beginning September 1, 1915, and ending August 31, 1916, or the manufacturing year beginning September 1, 1916, and ending August 31, 1917.

No such manufacturer at any such plant which was not in existence, or which did not produce any common window glass, during either of the said manufacturing years, shall consume or use such fuel during the year ending December 7, 1918, to an amount in excess of that which plants of similar capacity severally required to produce one-half of such common window glass produced by them, during either the manufacturing year ending August 31, 1916, or August 31, 1917.

Any such manufacturer violating or refusing to conform to the above Regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD.

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Common Building Brick.

WASHINGTON, D. C., April 13, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the war and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the manufacture of common building brick, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that the limitation consequent upon such restriction, in the production of such common building brick during the present War, will not seriously impair or jeopardize the future efficiency of the industry for producing such common building brick; and that such restriction will contribute to the successful outcome of the War through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers in accordance with the relatively essential nature of their products to the prosecution of the War;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby Makes and Establishes the following regulation, effective until further or other order, and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF COMMON BUILDING BRICK.

The term "common building brick" in this regulation shall be construed to cover all common building brick made by any process whatsoever.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of common building brick.

No manufacturer, as defined above, shall at any of his plants, consume, burn or use fuel of any description, including coal, coke, fuel oil, natural gas or other petroleum products, or use power derived from any such fuel, for or in connection with the manufacture of common building brick, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of fifty per cent (50%) of the average annual amount of fuel consumed at such plant for or in connection

with the manufacture of common building brick during the period from January 1, 1915, to December 31, 1917,

Excepting,

First: In case such plant was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute one-half of the average annual production.

Second: That manufacturers of common building brick may burn fuel for the manufacture of common building brick in excess of the amount provided for in this order whenever permission in writing for such excess production is granted by the United States Fuel Administration to any manufacturer,

(a) Upon evidence that the necessities of the Government in the particular district in which such manufacturer is located cannot be supplied by plants within practical shipping distance of the place where the United States Government requires such product, unless permission is granted for such excess production, and that on this account it is necessary in the interest of the United States Government that such permit be issued.

(b) Upon receipt of certification from the Fuel Administrator of the State in which the plant is located that the material to be manufactured is to be used in connection with building operations of urgent public necessity and that the fuel used in manufacturing such material can be spared for such purpose.

Third: That whenever two or more manufacturers of common building brick shall find that a further fuel economy would result from combining the output of two or more plants, then and in such case it shall be permissible, after receiving written permission from the United States Fuel Administration, for the several manufacturers to combine the aggregate allotment of fuel to the several plants, to be used jointly for the purposes of production; the manufactured products of such combined plants being distributed to the individual manufacturers, as may be agreed between them.

In plants which manufactured common building brick exclusively during the years 1915, 1916 and 1917, manufacturers shall not consume, burn or use fuel to manufacture clay products other than common building brick without first presenting evidence that the manufacture of such other clay products is in the interest of the United States Government and receiving from the United States Fuel Administration permission in writing to manufacture such products.

It is ordered that on or before June 30, 1918, each manufacturer of common building brick shall report to the United States Fuel Administration the number of common building brick manufactured and the amount and kind of fuel consumed during the period from January 1, 1915, to December 31, 1917, and that thereafter semi-annual reports showing the number of common building brick produced, the amount and kind of fuel used, and the stock of brick on hand, shall be made for the period from January 1, 1918, to June 30, 1918, and from July 1, 1918, to December 31, 1918. The report for the first period shall be made not later than August 1, 1918, and for the second period not later than February 1, 1919.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 18, 1918, Restricting Fuel Consumption by Manufacturers of Face Brick.

WASHINGTON, D. C., April 18, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the War and in consideration of the increased

demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the manufacture of face brick, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that the limitation consequent upon such restriction, in the production of such face brick during the present War, will not seriously impair or jeopardize the future efficiency of the industry for producing such face brick; and that such restriction will contribute to the successful outcome of the War through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products to the prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF FACE BRICK.

The term "face brick" in this regulation shall be construed to cover building brick intended to be used solely for facing purposes, as differentiated from common building brick made by any process whatsoever.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of face brick.

No manufacturer, as defined above, shall at any of his plants, consume, burn or use fuel of any description, including coal, coke, fuel oil and natural gas, or other petroleum products, or use power derived from any such fuel, for or in connection with the manufacture of face brick, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of fifty per cent (50%) of the average annual amount of fuel consumed at such plant for or in connection with the manufacture of face brick during the period from January 1, 1915, to December 31, 1917,

Excepting,

First: In case such plant was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute one-half of the average annual production;

Second: That manufacturers of face brick may burn fuel for the manufacture of face brick in excess of the amount provided for in this order whenever permission in writing for such excess production is granted by the United States Fuel Administration to any manufacturer,

(a) Upon evidence that the necessities of the Government in the particular district in which such manufacturer is located cannot be supplied by plants within practical shipping distance of the place where the United States Government requires such product, unless permission is granted for such excess production, and that on

this account it is necessary in the interest of the United States Government that such permit be issued.

(b) Upon receipt of certification from the Fuel Administrator of the State in which the plant is located that the material to be manufactured is to be used in connection with building operations of urgent public necessity and that the fuel used in manufacturing such material can be spared for such purpose.

Third: That whenever two or more manufacturers of face brick shall find that a further fuel economy would result from combining the output of two or more plants, then and in such cases it shall be permissible, after receiving written permission from the United States Fuel Administration, for the several manufacturers to combine the aggregate allotment of fuel to the several plants to be used jointly for the purposes of production; the manufactured products of such combined plants being distributed to the individual manufacturers as may be agreed between them.

In plants which manufactured face brick exclusively during the years 1915, 1916, and 1917, manufacturers shall not consume, burn or use fuel to manufacture clay products other than face brick without first presenting evidence that the manufacture of such other clay products is in the interest of the United States Government and receiving from the United States Fuel Administration permission in writing to manufacture such products.

It is ordered that on or before June 30, 1918, each manufacturer of face brick shall report to the United States Fuel Administration the amount of face brick manufactured and the amount and kind of fuel consumed during the period from January 1, 1915, to December 31, 1917, and the amount of stock on hand December 31, 1917, and that thereafter semi-annual reports showing the number of face brick produced, the amount and kind of fuel used, and the stock of brick on hand, shall be made for the period from January 1, 1918, to June 30, 1918, and from July 1, 1918, to December 31, 1918. The report for the first period shall be made not later than August 1, 1918, and for the second period not later than February 1, 1919.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Paving Brick or Block.

Washington, D. C., *April 13, 1918.*

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the War, and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the manufacture of paving brick or block, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that the limitation consequent upon such restriction, in the production of such paving brick or block during the present War, will not seriously impair or jeopardize the future efficiency of the industry for producing such paving brick or block; and that such restriction will con-

tribute to the successful outcome of the War through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products to the prosecution of the War;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 of August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF PAVING
BRICK OR BLOCK.

The term "paving brick or block" in this regulation shall be construed to cover paving brick or block intended to be used for the paving of roadways and streets and other paving purposes, made by any process whatsoever.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of paving brick or block.

No manufacturer, as defined above, shall at any of his plants, consume, burn or use fuel of any description, including coal, coke, fuel oil and natural gas, or other petroleum products, or use power derived from any such fuel, for or in connection with the manufacture of paving brick or block, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of fifty per cent (50%) of the average annual amount of fuel consumed at such plant for or in connection with the manufacture of paving brick or block during the period from January 1, 1915, to December 31st, 1917,

Excepting,

First: In case such plant was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute one-half of the average annual production:

Second: That manufacturers of paving brick or block may burn fuel for the manufacture of paving brick or block in excess of the amount provided for in this order whenever permission in writing for such excess production is granted by the United States Fuel Administration to any manufacturer,

(a) Upon evidence that the necessities of the Government in the particular district in which such manufacturer is located cannot be supplied by plants within practical shipping distance of the place where the United States Government required such product, unless permission is granted for such excess production, and that on this account it is necessary in the interest of the United States Government that such permit be issued.

(b) Upon receipt of certification from the Fuel Administrator of the State in which the plant is located that the material to be manufactured is to be used in connection with building operations of urgent public necessity and that the fuel used in manufacturing such material can be spared for such purpose.

Third: That whenever two or more manufacturers of paving brick or block shall find that a further fuel economy would result from combining the output of two or more plants, then and in such cases it shall be permissible, after receiving written permission from the U. S. Fuel Administration, for the several manufacturers to combine the aggregate allotment of fuel to the several plants to be used jointly for the

purposes of production; the manufactured products of such combined plants being distributed to the individual manufacturers as may be agreed between them.

In plants which manufactured paving brick or block exclusively during the years 1915, 1916, and 1917, manufacturers shall not consume, burn, or use fuel to manufacture clay products other than paving brick or block without first presenting evidence that the manufacture of such other clay products is in the interest of the United States Government and receiving from the United States Fuel Administration permission in writing to manufacture such products.

It is ordered that on or before June 30, 1918, each manufacturer of paving brick or block shall report to the United States Fuel Administration the number of paving brick or block manufactured, and the amount and kind of fuel consumed during the period from January 1, 1915, to December 31, 1917, and the amount of stock on hand. December 31, 1917, and that thereafter semi-annual reports showing the number of paving brick or block produced, the amount and kind of fuel used, and the stock of brick on hand, shall be made for the period from January 1, 1918, to June 30, 1918, and from July 1, 1918, to December 31, 1918. The report for the first period shall be made not later than August 1, 1918, and for the second period not later than February 1, 1919.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Roofing Tile.

WASHINGTON, D. C., *April 13, 1918.*

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the War and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the manufacture of roofing tile, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that the limitation consequent upon such restriction, in the production of such roofing tile during the present war will not seriously impair or jeopardize the future efficiency of the industry for producing such roofing tile; and that such restriction will contribute to the successful outcome of the war through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products to the prosecution of the War;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF ROOFING TILE.

The term "roofing tile" in this regulation shall be construed to cover clay tile, either glazed or unglazed, intended for use in the covering of building roofs, made by any process whatsoever.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of roofing tile.

No manufacturer, as defined above, shall at any of his plants, consume, burn or use fuel of any description, including coal, coke, fuel oil and natural gas, or other petroleum products, or use power derived from any such fuel, for or in connection with the manufacture of roofing tile, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of fifty per cent (50%) of the average annual amount of fuel consumed at such plant for or in connection with the manufacture of roofing tile during the period from January 1, 1915, to December 31, 1917,

Excepting,

First: In case such plant was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute one-half of the average annual production.

Second: That manufacturers of roofing tile may burn fuel for the manufacture of roofing tile in excess of the amount provided for in this order whenever permission in writing for such excess production is granted by the United States Fuel Administration to any manufacturer,

(a) Upon evidence that the necessities of the Government in the particular district in which such manufacturer is located can not be supplied by plants within practical shipping distance of the place where the United States Government requires such product, unless permission is granted for such excess production, and that on this account it is necessary in the interest of the United States Government that such permit be issued.

(b) Upon receipt of certification from the Fuel Administrator of the State in which the plant is located that the material to be manufactured is to be used in connection with building operations of urgent public necessity and that the fuel used in manufacturing such material can be spared for such purpose.

Third: That whenever two or more manufacturers of roofing tile shall find that a further fuel economy would result from combining the output of two or more plants, then and in such cases it shall be permissible, after receiving written permission from the United States Fuel Administration, for the several manufacturers to combine the aggregate allotment of fuel to the several plants to be used jointly for the purposes of production; the manufactured products of such combined plants being distributed to the individual manufacturers as may be agreed between them.

In plants which manufactured roofing tile exclusively during the years 1915, 1916, and 1917, manufacturers shall not consume, burn or use fuel to manufacture clay products other than roofing tile without first presenting evidence that the manufacture of such other clay products is in the interest of the United States Government and receiving from the United States Fuel Administration permission in writing to manufacture such products.

It is ordered that on or before June 30, 1918, each manufacturer of roofing tile shall report to the United States Fuel Administration the amount of roofing tile manufactured and the amount and kind of fuel consumed during the period from January 1, 1915, to December 31, 1917, and the amount of stock on hand December 31, 1917, and that thereafter semi-annual reports showing the number of roofing tile produced, the amount and kind of fuel used, and the stock of tile on hand, shall be made for the period from January 1, 1918, to June 30, 1918, and from July 1, 1918, to December 31,

1918. The report for the first period shall be made not later than August 1, 1918, and for the second period not later than February 1, 1919.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Floor and Wall Tile.

WASHINGTON, D. C., April 13, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the war and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the war, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the war there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the war, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the manufacture of floor and wall tile, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that the limitation consequent upon such restriction, in the production of such floor and wall tile during the present war, will not seriously impair or jeopardize the future efficiency of the industry for producing such floor and wall tile; and that such restriction will contribute to the successful outcome of the war through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products to the prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order and subject to general or specific modifications hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF FLOOR AND WALL TILE.

The term "floor and wall tile" in this regulation shall be construed to cover all clay tile, either glazed or unglazed, intended to be used in floors or walls, for either utilitarian or decorative purposes, made by any process whatsoever.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of floor and wall tile.

No manufacturer, as defined above, shall, at any of his plants, consume, burn, or use fuel of any description, including coal, coke, fuel oil and natural gas, or other petroleum products, or use power derived from any such fuel, for or in connection with the manufacture of floor and wall tile, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of fifty per cent (50%) of the average annual amount of fuel consumed at such plant for or in

connection with the manufacture of floor and wall tile during the period from January 1, 1915, to December 31, 1917,

Excepting,

First: In case such plant was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute one-half of the average annual production;

Second: That manufacturers of floor and wall tile may burn fuel for the manufacture of floor and wall tile in excess of the amount provided for in this order whenever permission in writing for such excess production is granted by the United States Fuel Administration to any manufacturer,

(a) Upon evidence that the necessities of the Government in the particular district in which such manufacturer is located can not be supplied by plants within practical shipping distance of the place where the United States Government requires such product, unless permission is granted for such excess production, and that on this account it is necessary in the interest of the United States Government that such permit be issued,

(b) Upon receipt of certification from the Fuel Administrator of the State in which the plant is located that the material to be manufactured is to be used in connection with building operations of urgent public necessity and that the fuel used in manufacturing such material can be spared for such purpose.

Third: That whenever two or more manufacturers of floor and wall tile shall find that a further fuel economy would result from combining the output of two or more plants, then and in such cases it shall be permissible, after receiving written permission from the United States Fuel Administration, for the several manufacturers to combine the aggregate allotment of fuel to the several plants to be used jointly for the purposes of production; the manufactured products of such combined plants being distributed to the individual manufacturers as may be agreed between them.

In plants which manufactured floor and wall tile exclusively during the years 1915, 1916 and 1917, manufacturers shall not consume, burn or use fuel to manufacture clay products other than floor and wall tile without first presenting evidence that the manufacture of such other clay products is in the interest of the United States Government and receiving from the United States Fuel Administration permission in writing to manufacture such products.

It is ordered that on or before June 30, 1918, each manufacturer of floor and wall tile shall report to the United States Fuel Administration the amount of floor and wall tile manufactured, the amount and kind of fuel consumed during the period from January 1, 1915, to December 31, 1917, and the amount of stock on hand December 31, 1917, and that thereafter semi-annual reports showing the number of floor and wall tile produced, the amount and kind of fuel used, and the stock of tile on hand, shall be made for the period from January 1, 1918, to June 30, 1918, and from July 1, 1918, to December 31, 1918. The report for the first period shall be made not later than August 1, 1918, and for the second period not later than February 1, 1919.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Hollow Tile.

WASHINGTON, D. C., April 13, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the

country's resources for the prosecution of the War and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the war, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry, and that among such industries is that of the manufacture of hollow tile, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that the limitation consequent upon such restriction in the production of such hollow tile during the present War will not seriously impair or jeopardize the future efficiency of the industry for producing such hollow tile; and that such restriction will contribute to the successful outcome of the War through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers in accordance with the relatively essential nature of their products to the prosecution of the War;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further order, and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF HOLLOW TILE.

The term "hollow tile" in this regulation shall be construed to cover all forms of fire proofing or hollow building block, except silo tile, which are used in the erection of floors, roofs, partitions, walls and for other constructional purposes, made by any process whatsoever.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of hollow tile.

No manufacturer, as defined above, shall at any of his plants, consume, burn or use fuel of any description, including coal, coke, fuel oil and natural gas, or other petroleum products, or use power derived from any such fuel, for or in connection with the manufacture of hollow tile, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of seventy-five per cent (75%) of the average annual amount of fuel consumed at such plant for or in connection with the manufacture of hollow tile during the period from January 1, 1915, to December 31, 1917,

Excepting,

First: In case such plant was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute three-fourths of the average annual production.

Second: That manufacturers of hollow tile may burn fuel for the manufacture of hollow tile in excess of the amount provided for in this order whenever permission in writing for such excess production is granted by the United States Fuel Administration to any manufacturer,

(a) Upon evidence that the necessities of the Government in the particular district in which such manufacturer is located cannot be supplied by plants within practical shipping distance of the place where the United States Government requires such product, unless permission is granted for such excess production, and that on this account it is necessary in the interest of the United States Government that such permit be issued.

(b) Upon receipt of certification from the Fuel Administrator of the State in which the plant is located that the material to be manufactured is to be used in connection with building operations of urgent public necessity and that the fuel used in manufacturing such material can be spared for such purpose.

Third: That whenever two or more manufacturers of hollow tile shall find that a further fuel economy would result from combining the output of two or more plants, then and in such cases it shall be permissible, after receiving written permission from the United States Fuel Administration for the several manufacturers to combine the aggregate allotment of fuel to the several plants to be used jointly for the purposes of production; the manufactured products of such combined plants being distributed to the individual manufacturers as may be agreed between them.

In plants which manufactured hollow tile exclusively during the years 1915 1916 and 1917, manufacturers shall not consume, burn or use fuel to manufacture clay products other than hollow tile without first presenting evidence that the manufacture of such other clay products is in the interest of the United States Government and receiving from the United States Fuel Administration permission in writing to manufacture such products.

It is ordered that on or before June 30, 1918, each manufacturer of hollow tile shall report to the United States Fuel Administration the amount of hollow tile manufactured and the amount and kind of fuel consumed during the period from January 1, 1915, to December 31, 1917, and the amount of stock on hand December 31, 1917, and that thereafter semi-annual reports showing the number of hollow tile produced, the amount and kind of fuel used, and the stock of tile on hand, shall be made for the period from January 1, 1918, to June 30, 1918, and from July 1, 1918, to December 31, 1918. The report for the first period shall be made not later than August 1, 1918, and for the second period not later than February 1, 1919.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Sewer Pipe, Drain Tile, and Flue Linings.

WASHINGTON, D. C., April 13, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the War, and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel, in certain lines of industry; and that among such industries is that of the manufacture of sewer pipe, drain tile and flue linings, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to

the extent specified in said regulation is reasonable, and that the limitation consequent upon such restriction, in the production of such sewer pipe, drain tile and flue linings during the present War, will not seriously impair or jeopardize the future efficiency of the industry for producing such sewer pipe, drain tile and flue linings; and that such restriction will contribute to the successful outcome of the War through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products to the prosecution of the War;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF SEWER PIPE,
DRAIN TILE AND FLUE LININGS.

The term "sewer pipe, drain tile and flue linings" in this regulation shall be construed to cover all vitrified clay, cement or concrete sanitary sewer or culvert pipe, in sizes 42 inches in diameter or under; all vitrified or nonvitrified clay, cement or concrete drain tile; and all clay, cement or concrete wall coping and flue lining, made by any process whatsoever.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of sewer pipe, drain tile and flue linings.

No manufacturer, as defined above, shall at any of his plants consume, burn or use fuel of any description, including coal, coke, fuel oil and natural gas, or other petroleum products, or use power derived from any such fuel, for or in connection with the manufacture of sewer pipe, drain tile or flue linings, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of seventy-five per cent (75%) of the average annual amount of fuel consumed at such plant for or in connection with the manufacture of such sewer pipe, drain tile or flue linings, produced at such plant during the period from January 1, 1915, to December 31, 1917,

Excepting,

First: In case such plant was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute seventy-five per cent (75%) of the average annual production:

Second: That manufacturers of sewer pipe, drain tile or flue linings may burn fuel for the manufacture of sewer pipe, drain tile or flue linings in excess of the amount provided for in this order whenever permission in writing for such excess production is granted by the United States Fuel Administration to any manufacturer,

(a) Upon evidence that the necessities of the Government in the particular district in which such manufacturer is located can not be supplied by plants within practical shipping distance of the place where the United States Government required such product, unless permission is granted for such excess production, and that on this account it is necessary in the interest of the United States Government that such permit be issued.

(b) Upon receipt of certification from the Fuel Administrator of the State in which the plant is located that the material to be manufactured is to be used in connection with building operations of urgent public necessity and that the fuel used in manufacturing such material can be spared for such purpose.

Third: That whenever two or more manufacturers of sewer pipe, drain tile, or flue linings shall find that a further fuel economy would result from combining the output of two or more plants, then and in such cases it shall be permissible, after receiving written permission from the U. S. Fuel Administration, for the several manufacturers to combine the aggregate allotment of fuel to the several plants to be used jointly for the purposes of production; the manufactured products of such combined plants being distributed to the individual manufacturers as may be agreed between them.

In plants which manufactured sewer pipe, drain tile, or flue linings exclusively during the year 1915, 1916, and 1917, manufacturers shall not consume, burn, or use fuel to manufacture products other than sewer pipe, drain tile or flue linings without first presenting evidence that the manufacture of such other products is in the interest of the United States Government and receiving from the United States Fuel Administration permission in writing to manufacture such products.

It is ordered that on or before June 30, 1918, each manufacturer of sewer pipe, drain tile or flue linings shall report to the United States Fuel Administration the number of sewer pipe, drain tile, or flue linings manufactured and the amount and kind of fuel consumed during the period from January 1, 1915, to December 31, 1917, and the amount of stock on hand December 31, 1917, and that thereafter semi-annual reports showing the number of sewer pipe, drain tile, or flue linings produced, the amount and kind of fuel used, and the stock of pipe and tile on hand, shall be made for the period from January 1, 1918, to June 30, 1918, and from July 1, 1918, to December 31, 1918. The report for the first period shall be made not later than August 1, 1918, and for the second period not later than February 1, 1919.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Terra Cotta.

WASHINGTON, D. C., April 13, 1918.

It appearing to the United States Fuel Administrator, after consultation with the chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the War, and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the manufacture of terra cotta, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable; and that the limitation consequent upon such restriction, in the production of such terra cotta during the present War, will not seriously impair or jeopardize the future efficiency of the industry for producing such terra cotta; and that such restriction will contribute to the successful outcome of the War through the releasing of fuel and other resources for war purposes; and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar

regulations, in an equitable distribution and apportionment of fuel among consumers in accordance with the relatively essential nature of their products to the prosecution of the War;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order, and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF TERRA COTTA.

The term "terra cotta" in this regulation shall be construed to cover all architectural terra cotta, whether glazed or unglazed, intended to be used for the interior or exterior construction or decoration of buildings, made by any process whatsoever.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of terra cotta.

No manufacturer, as defined above, shall at any of his plants, consume, burn or use fuel of any description, including coal, coke, fuel oil, natural gas or other petroleum products, or use power derived from any such fuel, for or in connection with the manufacture of terra cotta, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of fifty per cent (50%) of the average annual amount of fuel consumed at such plant for or in connection with the manufacture of terra cotta during the period from January 1, 1915, to December 31, 1917,

Excepting,

First: In case such plant was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute one-half of the average annual production;

Second: That manufacturers of terra cotta may burn fuel for the manufacture of terra cotta in excess of the amount provided for in this order whenever permission in writing for such excess production is granted by the United States Fuel Administration to any manufacturer,

(a) Upon evidence that the necessities of the Government in the particular district in which such manufacturer is located cannot be supplied by plants within practical shipping distance of the place where the United States Government requires such product, unless permission is granted for such excess production, and that on this account it is necessary in the interest of the United States Government that such permit be issued.

(b) Upon receipt of certification from the Fuel Administrator of the State in which the plant is located that the material to be manufactured is to be used in connection with building operations of urgent public necessity and that the fuel used in manufacturing such material can be spared for such purpose.

Third: That whenever two or more manufacturers of terra cotta shall find that a further fuel economy would result from combining the output of two or more plants, then and in such cases it shall be permissible, after receiving written permission from the United States Fuel Administration, for the several manufacturers to combine the aggregate allotment of fuel to the several plants to be used jointly for the purposes of production; the manufactured products of such combined plants being distributed to the individual manufacturers as may be agreed between them.

In plants which manufactured terra cotta exclusively during the years 1915, 1916 and 1917, manufacturers shall not consume, burn or use fuel to manufacture clay

products other than terra cotta without first presenting evidence that the manufacture of such other clay products is in the interest of the United States Government and receiving from the United States Fuel Administration permission in writing to manufacture such products.

It is ordered that on or before June 30, 1918, each manufacturer of terra cotta shall report to the United States Fuel Administration the amount of terra cotta manufactured and the amount and kind of fuel consumed during the period from January 1, 1915, to December 31, 1917, and the amount of stock on hand December 31, 1917, and that thereafter, semi-annual reports showing the amount of terra cotta produced, the amount and kind of fuel used, and the stock of terra cotta on hand, shall be made for the period from January 1, 1918, to June 30, 1918, and from July 1, 1918, to December 31, 1918. The report for the first period shall be made not later than August 1, 1918, and for the second period not later than February 1, 1919.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Stoneware.

WASHINGTON, D. C., April 13, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the War and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitation upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the manufacture of stoneware, as defined in the regulation herein-after prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that the limitation consequent upon such restriction, in the production of such stoneware during the present War, will not seriously impair or jeopardize the future efficiency of the industry for producing such stoneware; and that such restriction will contribute to the successful outcome of the War through the releasing of fuel and other resources for the War purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products to the prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said Order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF STONWARE.

The term "stoneware" in this regulation shall be construed to cover vitrified and glazed receptacles and containers made from common buff burning clays, made by any process whatsoever, excepting stoneware used in the chemical industry.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of stoneware.

No manufacturer, as defined above, shall at any of his plants, consume, burn or use fuel of any description, including coal, coke, fuel oil and natural gas, or other petroleum products or use power derived from any such fuel, for or in connection with the manufacture of stoneware, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of eighty-five per cent (85%) of the average annual amount of fuel consumed at such plant for or in connection with the manufacture of stoneware during the period from January 1, 1915, to December 31, 1917,

Excepting:

First: In case such plant was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute eighty-five per cent of the average annual production:

Second: That manufacturers of stoneware may burn fuel of the manufacture of stoneware in excess of the amount provided for in this order whenever permission in writing for such excess production is granted by the United States Fuel Administration to any manufacturer upon evidence that the necessities of the Government in the particular district in which such manufacturer is located cannot be supplied by plants within practical shipping distance of the place where the United States Government required such product, unless permission is granted for such excess production, and that on this account it is necessary in the interest of the United States Government that such permit be issued.

Third: That whenever two or more manufacturers of stoneware shall find that a further fuel economy would result from combining the output of two or more plants, then and in such case it shall be permissible after receiving written permission from the U. S. Fuel Administration, for the several manufacturers to combine the aggregate allotment of fuel to the several plants to be used jointly for the purposes of production; the manufactured products of such combined plants being distributed to the individual manufacturers as may be agreed between them.

In plants which manufactured stoneware exclusively during the years 1915, 1916 and 1917, manufacturers shall not consume, burn or use fuel to manufacture clay products other than stoneware without first presenting evidence that the manufacture of such other products is in the interest of the United States Government and receiving from the Fuel Administration permission in writing to manufacture such products.

It is ordered that on or before June 30, 1918, each manufacturer of stoneware shall report to the United States Fuel Administration the number of stoneware articles manufactured and the amount and kind of fuel consumed during the period from January 1, 1915, to December 31, 1917, and the amount of stock on hand December 31, 1917, and that thereafter semi-annual reports showing the number of stoneware produced, the amount and kind of fuel used, and the stock of stoneware on hand, shall be made for the period from January 1, 1918, to June 30, 1918, and from July 1, 1918, to December 31, 1918. The report for the first period shall be made not later than August 1, 1918, and for the second period not later than February 1, 1919.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Sanitary Ware.

WASHINGTON, D. C., April 13, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the War and in consideration of the increased demand for fuel for industries engaged in the prosecution of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the manufacture of sanitary ware, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that the limitation consequent upon such restriction, in the production of such sanitary ware during the present War, will not seriously impair or jeopardize the future efficiency of the industry for producing such sanitary ware; and that such restriction will contribute to the successful outcome of the War through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products to the prosecution of the War;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order and subject to general or specific modifications hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF SANITARY WARE.

The term "sanitary ware" in this regulation shall be construed to cover all burned clay wares used in plumbing installations, made by any process whatsoever.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of sanitary ware.

No manufacturer, as defined above, shall at any of his plants consume, burn or use fuel of any description, including coal, coke, fuel oil and natural gas, or other petroleum products, or use power derived from any such fuel, for or in connection with the manufacture of sanitary ware, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of fifty per cent (50%) of the average annual amount of fuel consumed at such plant for or in connection with the manufacture of sanitary ware during the period from January 1, 1915, to December 31, 1917.

In case such plant was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute one-half of the average annual production.

It is ordered that on or before June 30, 1918, each manufacturer of sanitary ware shall report to the United States Fuel Administration the amount of sanitary ware manufactured and the amount and kind of fuel consumed during the period from

January 1, 1915, to December 31, 1917, and the amount of stock on hand December 31, 1917, and that thereafter semi-annual reports showing the amount of sanitary ware produced, the amount and kind of fuel used and the stock of ware on hand, shall be made for the period from January 1, 1918, to June 30, 1918, and from July 1, 1918, to December 31, 1918. The report for the first period shall be made not later than August 1, 1918, and for the second period not later than February 1, 1919.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Enameled Sanitary Ware.

WASHINGTON, D. C., *April 13, 1918.*

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the War and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the manufacture of enameled sanitary ware, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that the limitation consequent upon such restriction, in the production of such enameled sanitary ware during the present War, will not seriously impair or jeopardize the future efficiency of the industry for producing such enameled sanitary ware; and that such restriction will contribute to the successful outcome of the War through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products to the prosecution of the War;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order and subject to general or specific modifications hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF ENAMELED
SANITARY WARE.

The term "enameled sanitary ware" in this regulation shall be construed to cover all enameled iron ware used in plumbing installations, such as bath-tubs, bowls, sinks, tanks, etc., made by any process whatsoever.

The term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of enameled sanitary ware.

No manufacturer, as defined above, shall at any of his plants consume, burn or use fuel of any description, including coal, coke, fuel oil, natural gas, or other petroleum products, or use power derived from any such fuel, for or in connection with the manufacture of enameled sanitary ware, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of 50% of the average annual amount of fuel consumed at such plant for or in connection with the manufacture of enameled sanitary ware during the period from January 1, 1915, to December 31, 1917.

In case such plant was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute one-half of the average annual production.

It is ordered that on or before June 30, 1918, each manufacturer of enameled sanitary ware shall report to the United States Fuel Administration the amount of enameled sanitary ware manufactured and the amount and kind of fuel consumed during the period from January, 1915, to December 31, 1917, and the amount of stock on hand December 31, 1917, and that thereafter semi-annual reports showing the amount of enameled sanitary ware produced, the amount and kind of fuel used, and the stock of ware on hand, shall be made for the period from January 1, 1918, to June 30, 1918, and from July 1, 1918, to December 31, 1918. The report for the first period shall be made not later than August 1, 1918, and for the second period not later than February 1, 1919.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 24, 1918, Restricting Fuel Consumption by Florists.

WASHINGTON, D. C., April 24, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the War and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the growing of plants, flowers and vegetables, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that the limitation consequent upon such restriction, in the production of such plants, flowers and vegetables during the present War, will not seriously impair or jeopardize the future efficiency of the industry for producing such plants, flowers and vegetables; and that such restriction will contribute to the successful outcome of the war through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products to the prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said

Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY FLORISTS.

1. That the term "florist" in this regulation shall be construed to include any person, firm, association, or corporation, engaged in the growing of flowers, plants or winter vegetables, but is not intended to and shall not include the growing of plants for transplantation to produce summer vegetables.

2. That the term "greenhouse" shall be construed to mean any building, private or public, in which artificial heat is used to aid in the growing of flowers, plants or winter vegetables.

3. That no florist, as defined above, shall at any of his greenhouses, consume, burn, or use fuel of any description, including coal, coke, fuel oil, and natural gas, or other petroleum products, or use power derived from any such fuel, for or in connection with the growing of flowers, plants, or winter vegetables, as above defined, during the year beginning April 1, 1918, and ending March 31, 1919, to an amount in excess of fifty per cent (50%) of the average annual amount of fuel consumed at such greenhouse for or in connection with the growing of plants, flowers and winter vegetables, during the period from April 1, 1915, to April 1, 1918.

4. That whenever it appears that any particular greenhouse was not in existence on April 1, 1915, then and in such case the period during which it has been in existence prior to April 1, 1918, shall be considered and used as a basis in determining the quantity that would constitute one-half of the average annual consumption of fuel of such greenhouse.

5. That any florist, as above defined, owning and operating more than one greenhouse for the growing of plants, flowers or winter vegetables may combine such greenhouses and use in such combined greenhouse the fuel allotted to each of such greenhouses by this regulation, provided the amount of fuel so used at such combined greenhouse shall not be in excess of one-half of the fuel consumed by all of such greenhouses when operated separately.

6. That whenever two or more florists find that a further fuel economy would result from using in one greenhouse the allotments of fuel, as provided by this regulation, to two or more greenhouses, then upon application to the United States Fuel Administration and receiving a permit therefor, such florist may use the aggregate allotments of fuel to their respective greenhouses at one or more greenhouses operated jointly by them, provided the amount of fuel so used shall not exceed one-half of the amount consumed by all such greenhouses when operated separately.

7. That any such florist, violating or refusing to conform to the above regulation, shall be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of June 10, 1918, Effective June 14, 1918, Modifying the Orders of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Common Building Brick, Paving Brick or Block, Floor and Wall Tile, Sewer Pipe, Terra Cotta, Hollow Tile, Stoneware, Drain Tile, Flue Linings, Roofing Tile, Face Brick Sanitary Ware, and Enameled Sanitary Ware, and the Order of April 24, 1918, Restricting Fuel Consumption by Florists.

WASHINGTON, D. C., June 10, 1918.

It appearing to the United States Fuel Administrator that the use of wood and peat as fuel for manufacturing or other purposes, when not transported by railroads, will

not seriously affect the supply of fuel for industries engaged in the production of munitions and commodities required in the conduct of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs:

1. That all manufacturers of common building brick, paving brick or block, floor and wall tile, terra-cotta, hollow tile, stoneware, sewer pipe, drain tile, flue linings, roofing tile, face brick, sanitary ware, and enameled sanitary ware as defined in the orders of the United States Fuel Administrator of April 13, 1918 (Statement 1762) may use wood and peat or either of them, when not transported by railroad, as fuel in the manufacture of said products in excess of the quantity of fuel permitted by said orders of April 13, 1918, and each of said orders is hereby modified accordingly.

2. That all florists, as defined in the order of the United States Fuel Administrator of April 24, 1918 (Statement 1838), may use wood and peat or either of them, when not transported by railroad, as fuel in the production of flowers and plants in excess of the quantity of fuel permitted by said order of April 24, 1918, and said order is hereby modified accordingly.

3. That all manufacturers of common building brick, paving brick or block, floor and wall tile, terra-cotta, hollow tile, stoneware, sewer pipe, drain pipe, flue linings, roofing tile, face brick, sanitary ware and enameled sanitary ware, as defined in the said orders of April 13, 1918, and all producers of flowers and plants as defined in said order of April 24, 1918, shall within five days after beginning the use of wood and peat, or either of them, as fuel for the purposes aforesaid, notify their respective State Fuel Administrators in writing of the exact time they and each of them began the use of such wood and peat for fuel.

This order shall become effective at 7 A. M. on the 14th day of June, A. D. 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of June 11, 1918, Effective 7 a. m., June 14, 1918, Modifying and amending Order of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Sanitary Ware.

WASHINGTON, D. C., June 11, 1918.

It appearing to the United States Fuel Administrator that the necessities of the government for the effective prosecution of the war will require an increased production of sanitary ware, and that, therefore, manufacturers of sanitary ware should, in certain instances and by special permit, be authorized to use fuel for such manufacture in excess of the amount fixed by the order of the United States Fuel Administrator of April 13, 1918,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of the United States Fuel Administrator of April 13, 1918, entitled an "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Sanitary Ware" be and the same is hereby modified and amended by adding thereto the following:

That permission to use fuel for the manufacture of sanitary ware in excess of the amount provided for in said order of April 13, 1918, may be granted to any manufacturer upon written application therefor and the submission of proof satisfactory to

the United States Fuel Administrator that the necessities of the government, in the particular district in which such manufacture is located, cannot be supplied by plants within practical shipping distance of the place where the government requires such product, unless permission for such excess production is granted, and that consequently it is necessary in the interest of the United States Government that such permit be issued.

This order shall become effective at 7 a. m., on the 14th day of June, A. D. 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 3, 1918, Effective July 3, 1918, Establishing Regulations Restricting Fuel Consumption by Brewers.

WASHINGTON, D. C.; July 3, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the war and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the war, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the war, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for the successful prosecution of the war, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the brewing of beer, ale, porter, and other cereal beverages, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that such restriction will contribute to the successful outcome of the war through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their product to the prosecution of the war;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation effective until further or other order, and subject to general or specific modification hereafter from time to time, and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY BREWERS.

1. That the term "Brewer" in this regulation shall be construed to include any person, firm, association, or corporation, engaged in the brewing of alcoholic or non-alcoholic beer, ale, porter, or other cereal beverages.

2. That the term "Brewery" shall be construed to mean any building, private or public, in which artificial heat is used to aid in the production of alcoholic or non-alcoholic beer, ale, porter, or other cereal beverages.

3. That no brewer, as defined above, shall at any of his breweries consume, burn, or use fuel of any description, including coal, coke, natural gas, fuel oil, or other petroleum products, or use power derived from any such fuel, for or in connection with the brewing of either alcoholic or non-alcoholic cereal beverages, including beer, ale, porter, and beer substitutes, as above defined, during the year beginning July 1,

1918, and ending June 30, 1919, to an amount in excess of 50% of the average annual amount of the fuel consumed at such brewery during the period from January 1, 1915, to December 31, 1917.

4. That where it appears that any particular brewery was not in existence on January 1, 1915, then and in such case the period during which it has been in existence prior to January 1, 1918, shall be considered and used as a basis in determining the quantity of fuel that may be consumed under this regulation during the year beginning July 1, 1918.

5. That any brewer as above defined owning and operating more than one brewery for the brewing of alcoholic or non-alcoholic beer, ale, porter, or other cereal beverages, may combine such breweries and use in such combined brewery the fuel allotted to each of such breweries by this regulation, provided the total amount of fuel so used, at such combined brewery shall not be in excess of the amount of fuel permitted to be used by all of such breweries when operated separately.

6. That whenever two or more brewers find that a further fuel economy would result from using in one brewery the allotments of fuel as provided for by this regulation to two or more breweries, then, upon application to the United States Fuel Administration, and upon receipt of a permit therefor, such brewers may use the aggregate allotments of fuel to their respective breweries at one or more breweries operated jointly by them, provided the amount of fuel so used shall not exceed the amount of fuel permitted to be used by all such breweries when operated separately.

7. That any such brewer, violating or refusing to conform to the above regulation, shall be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 31, 1918, Vacating, as of Dec. 31, 1918, the Orders of May 29, 1918, July 3, 1918, and July 15, 1918, Restricting Fuel Consumption by Private Yachts, Brewers, and Private Country Clubs, respectively.

WASHINGTON, D. C., December 31, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the orders of said Administrator restricting the consumption of fuel, dated respectively May 29, 1918, July 3, 1918, and July 15, 1918, be and each of said orders hereby is vacated and set aside as of the 31st day of December, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 8, 1918, Restricting Fuel Consumption by Manufacturers of Cement.

WASHINGTON, D. C., August 8, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the War and in consideration of the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes existing in normal times, that it is essential to the national security and defense for

the successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain lines of industry; and that among such industries is that of the manufacture of cement, as defined in the regulation hereinafter prescribed; and the United States Fuel Administrator hereby finding that the restriction of fuel consumption to the extent specified in said regulation is reasonable, and that such restriction will contribute to the successful outcome of the War through the releasing of fuel and other resources for war purposes, and will result, with other limitations upon the use of fuel in various other lines of industry through the establishing of similar regulations, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products to the prosecution of the War:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917, and at the request of the Chairman of the War Industries Board,

Hereby makes and establishes the following regulation, effective until further or other Order and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY MANUFACTURERS OF CEMENT.

1. That the term "cement" in this regulation shall be construed to cover all Portland cement, Natural cement and Puzzuolan (slag) cement, made by any process whatsoever, as those terms are customarily used in the trade.

2. That the term "manufacturer" in this regulation shall be construed to cover any person, firm, association or corporation engaged in the manufacture of cement.

3. No manufacturer, as defined above, shall at any of his plants consume, burn or use fuel of any description including coal, coke, natural gas, fuel oil or other petroleum products, or use power derived from any such fuel, for or in connection with the manufacture of cement, as above defined, during the year beginning January 1, 1918, and ending December 31, 1918, to an amount in excess of the amount required to manufacture seventy-five per centum (75%) of the average annual production of cement at such plant during the period from January 1, 1915, to December 31, 1917;

Excepting,

First: In case such plant was not in existence on January 1, 1915, then and in such case the period during which it had been in existence prior to January 1, 1918, shall be used as a basis in arriving at a determination as to the quantity that would constitute seventy-five per centum (75%) of the average annual production.

Second: That any manufacturer of cement may burn fuel for the manufacture of cement in excess of the amount provided for in this order whenever permission in writing for such excess production is granted by the United States Fuel Administration to such manufacturer.

(a) Upon evidence that the necessities of the Government in the particular district in which such manufacturer is located cannot be supplied by plants within practical shipping distance of the place where the United States Government requires such product, unless permission is granted for such excess production, and that on this account it is necessary in the interest of the United States Government that such permit be issued.

(b) Upon receipt of certification from the Fuel Administrator of the State in which the plant is located that the material to be manufactured is to be used in connection with building operations of urgent public necessity and that the fuel used in manufacturing such material can be spared for such purpose.

Third: That whenever two or more manufacturers of cement shall find that a further fuel economy would result from combining and using jointly the allotments of fuel to their several plants permitted by this regulation, upon application to the United States Fuel Administration, and upon receipt of a permit therefor, such manufacturers may use at one or more of such plants to be operated by them jointly, sufficient fuel to manufacture seventy-five per centum (75%) of the aggregate of the average annual production of all such plants when operated separately, the manufactured product of such jointly-operated plants being distributed to the individual manufacturers as may be agreed between them.

Fourth: That wood and peat, when not requiring railroad transportation, may be used for the manufacture of cement, in excess of the amount provided for in this regulation, and all manufacturers of cement shall, within five days after beginning the use of such wood and peat as fuel for the purposes aforesaid, notify their respective State Fuel Administrators, in writing, of the exact time they and each of them began the use of such wood and peat as fuel.

Any such manufacturer violating or refusing to conform to the above regulation will be liable to the penalty prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 9, 1918, Modifying the Orders of April 13, 1918, Restricting Fuel Consumption by Manufacturers of Common Building Brick, Paving Brick or Block, Floor and Wall Tile, Sewer Pipe, Terra-Cotta, Hollow Tile, Stoneware, Drain Tile, Flue Linings, Roofing Tile, Face Brick, Sanitary Ware, and Enameled Sanitary Ware, and the Order of Aug. 8, 1918, Restricting Fuel Consumption by Manufacturers of Cement.

WASHINGTON, D. C., August 9, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, that an informal agreement has been made and an understanding had by the manufacturers of brick, tile, and other clay products, and cement, located in the United States west of the Mississippi River, with the War Industries Board, that if such manufacturers are permitted to buy and receive for a period of thirty days, and during such period and thereafter, to use a grade of coal commonly known as "slack or screenings" in the manufacture of their respective products, that such manufacturers would distribute their respective products so manufactured by the use of such fuel as directed from time to time by the said War Industries Board; and that such informal agreement or understanding may be consummated and carried out without seriously affecting the supply of fuel for industries engaged in the production of munitions and commodities required in the conduct of the war; and that the orders of the United States Fuel Administrator of April 13, 1918 (Statement 1762), and of August 8, 1918, curtailing the use of fuel by the manufacturers of such products, as defined in said orders, should be modified accordingly,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917, and in furtherance of the purpose of said informal agreement or understanding hereinabove mentioned and upon all the conditions thereof,

Hereby orders and directs:

1. That all manufacturers of common building brick, paving brick or block, floor and wall tile, terra-cotta, hollow tile, stoneware, sewer pipe, drain pipe, flue linings, roofing tile, face brick, sanitary ware, and enameled sanitary ware, as defined in the

orders of the United States Fuel Administrator of April 13, 1918 (Statement 1762); and all manufacturers of cement as defined in the order of the United States Fuel Administrator of August 8, 1918, whose plants are located in that part of the United States west of the Mississippi River, may for a period of thirty days from the effective date of this order buy, receive, store, and use during such period and thereafter the grade of coal commonly known as "slack or screenings" in the manufacture of said products for continuous operation of their respective plants during such period, and thereafter until all such slack or screenings so bought and received has been consumed; and each of said orders of April 13, 1918, and the said order of August 8, 1918, are hereby modified accordingly.

2. That the phrase "buy and receive," as used in this order, is hereby construed to mean all such slack or screenings as may be bought by such manufacturer and actually loaded into cars and consigned to such manufacturer as may be certified to by the District Representative of the United States Fuel Administration in the district in which said plants respectively are located, within said period of thirty days.

3. That in the event the quantity of slack or screenings received during said period of thirty days, as herein defined, by any such manufacturer, together with all other grades of coal received by such manufacturer during the year exceeds the annual consumption of fuel by such manufacturer, as defined in and permitted by the said orders of April 13, 1918 (Statement 1762), and August 8, 1918, then such manufacturer shall be and is hereby permitted to use during such period of thirty days and thereafter all such screenings so received during such period, but such manufacturer, having already received his full allotment of fuel, shall not be permitted to buy and receive any further or other fuel during the remainder of the current year.

This order shall become effective at 7 a. m., on the 10th day of August, A. D. 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 26, 1918, Amending the Order of April 24, 1918, Restricting Fuel Consumption by Florists, and Amendments thereto, by Authorizing State Fuel Administrators to Permit Florists to Burn Bituminous Coal, Steam Anthracite or Coke Breeze.

WASHINGTON, D. C., October 26, 1918.

To all State Fuel Administrators:

Until further notice State Fuel Administrators may permit florists to receive and burn bituminous coal, steam anthracite, or coke breeze without having such fuel apply on their fifty per cent quota, as defined by Fuel Administration curtailment order of April twenty-fourth, nineteen eighteen, whenever there is a surplus of such fuel which in the opinion of the State Administrator, can be spared for such purpose.

H. A. GARFIELD.

Order of the United States Fuel Administrator of Nov. 13, 1918, Effective 7 a. m., Nov. 14, 1918, Amending the Orders of April 13, 1918, and August 8, 1918, and Amendments Thereof, Restricting Fuel Consumption by Manufacturers of Clay Products and Cement.

WASHINGTON, D. C., November 13, 1918.

The United States Fuel Administrator having heretofore, after consultation with the Chairman of the War Industries Board, by orders dated April 13, 1918, relating to manufacturers of the different clay products hereinafter specified, and by order dated August 8, 1918, relating to manufacturers of cement, placed certain restrictions on the consumption of fuel during the calendar year 1918 by such manufacturers, and it appearing to said Administrator that in view of the increased supply of bituminous coal at present available such restrictions may be relaxed without prejudice to the maintenance of an adequate supply of fuel and the equitable distribution and apportionment

thereof, and it further appearing to said Administrator, from representations made by the Chairman of said War Industries Board, that such restrictions should in part be maintained,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs (1) That every manufacturer of common building brick, paving brick or block, face brick, sanitary ware, enameled sanitary ware, roofing tile, floor and wall tile, or terra cotta, as such terms are defined in the orders of said Administrator dated April 13, 1918, restricting the consumption of fuel in connection with the manufacture of such products, may at any of his plants engaged in the manufacture of any such product, use and consume, during the calendar year 1918, fuel or power derived from fuel for and in connection with the manufacture of such product, to an amount not exceeding 75 per cent of the average annual amount of fuel or power derived from fuel consumed at such plant for or in connection with the manufacture of such product during the period from January 31, 1917.

(2) That every manufacturer of hollow-tile or drain-tile and sewer-pipe may, at any of his plants engaged in the manufacture of either of said products, use and consume, during the calendar year 1918, for and in connection with the manufacture of such product, fuel or power derived from fuel to an amount not to exceed $87\frac{1}{2}$ per cent of the average annual amount of fuel consumed at such plant for or in connection with the manufacture of such product during the period from January 1, 1915, to December 31, 1917.

(3) That every manufacturer of stoneware, as the same is defined in the order of said Administrator dated April 13, 1918, restricting the consumption of fuel in connection with the manufacture of stoneware, may, at any of his plants engaged in the manufacture of such stoneware, use and consume, during the calendar year 1918, for and in connection with the manufacture of such stoneware, fuel or power derived from fuel, to an amount not exceeding $92\frac{1}{2}$ per cent of the average annual amount of fuel consumed at such plant for and in connection with the manufacture of such stoneware during the period from January 1, 1915, to December 31, 1917.

(4) That every manufacturer of cement, as the same is defined in the order of said Administrator, dated August 8, 1918, restricting the consumption of fuel in connection with the manufacture of cement, may, at any of his plants engaged in the manufacture of such cement, use and consume, during the calendar year 1918, fuel or power derived from fuel, for and in connection with the manufacture of such cement, to an amount sufficient to manufacture not exceeding $87\frac{1}{2}$ per cent of the average annual amount of such cement produced at such plant during the period from January 1, 1915, to December 31, 1917, and said Administrator further

Orders and directs that the orders of said Administrator dated April 13, 1918, establishing regulations relating to the manufacture of the various products above referred to in paragraphs (1), (2) and (3) of this order, and the order of said Administrator dated August 8, 1918, establishing a regulation relating to the manufacture of cement, be and each of said orders hereby is, modified in accordance with the provisions of this order.

This order shall be effective at 7 a. m., November 14, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 30, 1918, Vacating as of Dec. 2, 1918, the Orders of Feb. 20, 1918, April 13, 1918, April 24, 1918, and Aug. 8, 1918, and all Amendments thereof Restricting Fuel Consumption by Manufacturers of Window Glass, Clay Products, by Florists, and by Manufacturers of Cement.

WASHINGTON, D. C., November 30, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated February 20, 1918, entitled "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Common Window Glass," the orders of said Administrator, dated April 13, 1918, entitled respectively as follows: "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Common Building Brick," "Order Establishing a Regulation to Restrict Fuel Consumption by Manufacturers of Paving Brick or Block," "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Face Brick," "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Stoneware," "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Sanitary Ware," "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Enameled Sanitary Ware," "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Roofing Tile," "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Sewer-Pipe, Drain-Tile, and Flue Linings," "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Floor and Wall Tile," "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Hollow-Tile," "Order Establishing a Regulation to Restrict Fuel Consumption by the Manufacturers of Terra Cotta," and the order of said Administrator, dated April 24, 1918, entitled "Order Establishing a Regulation to Restrict Fuel Consumption by Florists," and the order of said Administrator, dated August 8, 1918, entitled "Order Establishing a Regulation to Restrict Fuel Consumption by Manufacturers of Cement," and the regulations established by said orders; and all amendments and modifications of said orders and regulations be, and the same hereby are, vacated and set aside as of the 2d day of December, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

TITLE II.

MISCELLANEOUS ORDERS AND REGULATIONS RESTRICTING FUEL CONSUMPTION.

Order of the United States Fuel Administrator of Nov. 9, 1917, Issued as Publication No. 12 of the United States Fuel Administration, Restricting the Consumption of Coal for Generating Electricity for Use in Operating Illuminated Advertisements, Notices, Signs, Etc.

WASHINGTON, D. C., November 9, 1917.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the Army and Navy, and to lessen or prevent the waste of coal, which, at the present time is and during the continuation of the war will be, in the judgment of the United States Fuel Administrator, needed for the purposes aforesaid, and to secure an adequate supply and equitable distribution, and to prevent,

locally and generally, scarcity of coal, and to facilitate the movement of coal for the purposes aforesaid, that the use of coal in the manner and for the purposes hereafter set forth, and that the employment for such use of the present facilities, already inadequate for the prompt and sufficient shipment, transportation, and delivery of coal needed for the purposes aforesaid, should be limited and restricted, in order that the essential purposes first hereinbefore referred to may be carried out, and that so far as possible the production, sale, shipment, distribution, and apportionment of coal among dealers and consumers, domestic and foreign, may be maintained to the extent sufficient to meet the governmental, commercial, and domestic requirements for coal.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated August 23, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby adjudges that, in his opinion, the use of coal for any of the purposes hereinafter described, except to the extent hereinafter indicated, is wasteful, and that any person using any coal for such purposes, except as aforesaid, is engaging in a wasteful practice or device in handling or dealing with coal, and that the use of coal for such purposes, except as aforesaid, is prejudicial and injurious to the national security and defense and a cause of scarcity, locally and generally; and

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to modification hereafter from time to time and at any time:

1. Upon and after the 15th day of November, 1917, no corporation, association, partnership, or person engaged, in whole or in part, in the business of furnishing electricity for illuminating or power purposes, and no corporation, association, partnership, or person maintaining a plant for the purpose of supplying for their own use electricity for illuminating or power purposes, shall use any coal for the purpose of generating, producing, or supplying electricity, or supply or use electricity generated or produced, in whole or in part, by the consumption of coal, for the purpose of providing, maintaining, lighting, or operating, before the hour of 7.45 p. m. or after the hour of 11 p. m., electrically illuminated or display advertisements, notices, announcements, signs, designation of the location of an office or place of business or of the nature of any business, electric searchlights, or (external) illumination or ornamentation of any building, except in the interior of buildings, and except as in special cases hereinafter further or otherwise provided or limited, namely:

(a) This order shall not apply to the United States Government, the government of any Commonwealth or State of the United States, or to any city, county, town, or other governmental subdivision in any such Commonwealth or State;

(b) This order shall not apply to the maintenance of street lights by any city or town or within any city or town under a contract with the officials thereof for such maintenance, or to the maintenance of any lights for any purpose by, or in compliance with orders of, any public authorities;

(c) Electric signs affixed to the street fronts of buildings over the street entrances hereof or over the street entrances to stores, shops, or other places of business therein, or extending therefrom over the sidewalks, for the purpose of announcing the name or business of a retail shop or store, or the name and location of a theater or other place of amusement or of a hall or other place of public assembly, together with the name of the play or other entertainment given therein, or of the purpose of any public assembly to be held therein, as the case may be, may be lighted or illuminated or operated by electricity, generated or produced by the use of coal, during the period from one-half hour after sunset until such time, not later than 11 o'clock in the evening at which time in the case of a place of business the same is closed for the conduct of business therein in the same manner and to the extent that such business is conducted

therein during the daytime business hours, and in the case of places of amusement and public assembly hereinbefore referred to until one-half hour after the time fixed for the beginning of an entertainment or of the meeting or other public assembly, as the case may be: *Provided*, That the size of any such sign and the amount of electricity needed to operate and illuminate the same shall be reduced at any time upon direction of the State fuel administrator of the State within which such sign is located;

(d) This order shall not apply to porch lights upon houses or hotels, or at the entrances to buildings occupied or open for ingress or egress during the night-time, or to lights upon private driveways, walks, or in the grounds of any hotel, manufacturing establishment, or residence, or upon the platform of railroad stations, approaches thereto, or in railroad yards or grounds, or to lights to mark the location of fire escapes or exits, or to lights for any similar purposes when authorized by any State Fuel Administrator of the State within which such lights are located: *Provided, however*, That the number and power of any such lights, by this paragraph (d) permitted, shall be reduced at any time upon direction of the State Fuel Administrator of the State within which such buildings or grounds are located;

(e) Nothing herein shall be construed to extend the length of time, fixed by agreement or otherwise, between any person and a State Fuel Administrator, for which any sign or illumination may be displayed or operated.

2. The State Fuel Administrators within the several States are hereby directed and authorized to see that the provisions of this order are observed and carried out within their several States, to report violations thereof to the United States Fuel Administrator, and to recommend to the United States Fuel Administrator action to be taken by him with respect to the sale, shipment, distribution, and apportionment of coal to the corporations, associations, partnerships, or persons so found to be acting in violation of this order.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 14, 1917, Issued as Publication No. 12a of the United States Fuel Administration, Amending the Order of Nov. 9, 1917, Restricting the Consumption of Coal for Generating Electricity for Use in Operating Illuminated Advertisements, Notices, Signs, Etc.

WASHINGTON, D. C., December 14, 1917.

The order of the United States Fuel Administrator, dated November 9, 1917, entitled, "Order of the United States Fuel Administrator regulating the use of coal for the purpose of generating electricity for use in operating illuminated advertisements, notices, signs, etc.," is hereby amended to read as follows:

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the Army and Navy, and to lessen or prevent the waste of fuel which at the present time is, and during the continuation of the war will be, in the judgment of the United States Fuel Administrator, needed for the purposes aforesaid, and to secure an adequate supply and equitable distribution, and to prevent, locally and generally, scarcity of fuel, and to facilitate the movement of fuel for the purposes aforesaid, that the use of fuel in the manner and for the purposes hereafter set forth, and that the employment for such use of the present facilities already inadequate for the prompt and sufficient shipment, transportation, and delivery of fuel needed for the purposes aforesaid, should be limited and restricted, in order that the essential purposes first hereinbefore referred to may be carried out, and that so far as possible the production, sale, shipment, distribution, and apportionment of fuel among dealers and consumers, domestic and foreign, may be maintained to the extent sufficient to meet the governmental, commercial, and domestic requirements for fuel,

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23 August, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby adjudges that in his opinion the use of fuel for any of the purposes hereinafter described except to the extent hereinafter indicated is wasteful, and that any person using any fuel for such purposes except as aforesaid is engaging in a wasteful practice or device in handling or dealing with fuel, and that the use of fuel for such purposes except as aforesaid is prejudicial and injurious to the national security and defense, and a cause of scarcity, locally and generally; and,

Hereby orders and directs that until further or other order of the United States Fuel Administrator and subject to modification hereafter from time to time and at any time, no corporation, association, partnership, or person, engaged wholly or in part in the business of furnishing electricity for illumination or power purposes; and no corporation, association, partnership, or person maintaining a plant for the purpose of supplying for their own use electricity for illumination or power, shall use any coal, oil, gas, or other fuel, for the purpose of supplying electricity for illuminating or displaying advertisements, notices, announcements, or signs designating the location of an office or place of business, or the nature of any business, for electric searchlights, or for external illumination for ornamentation of any building, or lights in the interior of stores, offices, or other places of business, when such stores are not open for business, excepting such lights as are necessary for the public safety or as are required by law; nor for excessive street lighting intended for display or advertising purposes, whether such lights are maintained by the municipality or by others.

These prohibitions and all of them are effective on Thursday and Sunday nights, only, of each and every week, subject to the following exceptions:

(a) This order shall not apply to light used for governmental purposes only by the United States Government, the government of any Commonwealth or State of the United States;

(b) This order shall not apply to the maintenance of street lights by any city or town or within any city or town under a contract with the officials thereof for such maintenance; except that no municipality may use fuel for the maintenance of lights commonly known as "white-way" or cluster lights, or other decorative street lighting or enter into a contract for the lighting of the same, except to such extent as such lights are necessary for the safety of the public.

(c) This order shall not apply to such porch lights upon houses or hotels or to entrances to buildings occupied or open for ingress or egress during the night-time, or to lights upon private driveways, walks, or in the grounds of any hotel, manufacturing establishment or residence, or upon the platform of railway stations, approaches thereto, or in railroad yards or grounds, as are necessary to safety; or to lights for any similar purposes when authorized by any State Fuel Administrator of the State within which such lights are located: *Provided, however,* That such lights shall be only in such number or size as is necessary to meet the requirements of public safety, and provided that such lights shall be reduced at any time upon direction of the State Fuel Administrator of the State within which such buildings or grounds are located.

The State fuel administrators within the several States are hereby directed and authorized to see that the provisions of this order are observed and carried out within their several States, to report violations thereof to the United States Fuel Administrator, and to recommend to the United States Fuel Administrator action to be taken by him with respect to the sale, shipment, distribution, and apportionment of coal to the corporations, associations, partnerships, or persons so found to be acting in violation of this order.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 22, 1917, Effective April 24, 1918, Suspending for the Period from April 24, 1918, to Aug. 31, 1918, the operation of the Order of Nov. 9, 1917, and the Amendment thereto of Dec. 14, 1917, Restricting the Consumption of Coal to Generate Electricity for Use in Operating Illuminated Advertisements, Notices, Signs, Etc.

WASHINGTON, D. C., April 22, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the operation and enforcement of the order heretofore entered by said Administrator on November 9, 1917, relating to the use of coal to generate electricity for use in operating illuminated advertisements, etc., and the amendment to said order made and entered on December 14, 1917, shall be suspended from and after April 24, 1918, to and including August 31, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 18, 1918, Effective July 24, 1918, Restricting the Consumption of Coal, Oil, Gas, or Other Fuel, for the Maintenance of Street and Out-Door Lighting and Illuminating Advertisements and Show Windows.

WASHINGTON, D. C., July 18, 1918.

It appearing to the United States Fuel Administrator that it is essential, in the furtherance of the national security and defense, the successful prosecution of the war, and the support and maintenance of the Army and Navy, to lessen and prevent the waste of fuel, and to secure an adequate supply and equitable distribution and prevent, locally and generally, scarcity thereof, and that to these ends, it is necessary that the use of fuel shall be limited and restricted in the manner hereinafter set forth,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby adjudges that in his opinion the use of fuel or of light generated or produced by the use or consumption of fuel for any of the purposes hereinafter described, except as hereinafter provided, is wasteful and that any person using fuel or light for such purposes, except as aforesaid, is engaging in a wasteful practice or device in handling or dealing with fuel, and that the use of fuel or light for such purposes except as aforesaid is prejudicial and injurious to the national security and defense, and a cause of scarcity locally and generally, and said United States Fuel Administrator,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to modification hereafter from time to time and at any time,

1. No city, village or town and no person, firm or corporation under any contract with any city, village or town, shall use or consume any coal, oil, gas or other fuel for the maintenance of lights in the streets, parks or other public places of such city, village or town, except under the following restrictions and limitations:

(a) Street illumination automatically lighted, maintained by or for any such city, village or town, in the streets, parks or other public places thereof, shall not be lighted before sunset and shall be turned out not later than sunrise,

(b) Street illumination lighted by hand in any such city, village or town shall conform as nearly as may be to the requirements hereinabove prescribed for automatic lights;

(c) The amount of public lighting in any city, village or town shall be only so much as may be necessary for safety, and the use of lights commonly known as cluster lights for purposes of display or decoration shall be reduced to such portion only of the cluster as is necessary for safety.

2. The Local Fuel Administration for the territory within which any city, village or town is located shall arrange with the proper municipal or town authorities of such city, village or town for the regulation of public lighting in accordance with the provisions of paragraph Number 1 of this order. Regulations for public lighting so arranged shall in each case be subject to the approval of the proper State Fuel Administrator, and in case regulations in accordance with said Paragraph 1 for the public lighting of any city, village or town, satisfactory to the State Fuel Administrator of the state within which the same is located, shall not have been arranged between the Local Fuel Administration and the proper municipal or town authorities as hereinabove provided, within ten (10) days from and after the effective date of this order, said State Fuel Administrator is hereby authorized and directed to prescribe such regulations for such city, village or town, and the same shall be valid and binding.

3. Out-door lights within a city, village or town, other than those mentioned in Paragraph Number 1 of this order, which involve, directly or indirectly, the use or consumption of coal, oil, gas or other fuel, shall not be lighted until thirty minutes after sunset.

4. (a) The use of light generated or produced by the use or consumption of coal, gas, oil or other fuel, for illuminating or displaying advertisements, announcements or signs, or for the external ornamentation of any building shall be entirely discontinued on Monday, Tuesday, Wednesday and Thursday of each week, within New England and the States of New York, Pennsylvania, New Jersey, Delaware, Maryland and the District of Columbia, and shall be entirely discontinued on Monday, and Tuesday of each week in all the remainder of the United States.

Exception: Bona fide roof gardens where meals are served and out-door restaurants, also establishments devoted exclusively to the exhibition of out-door moving pictures at which admission is charged, are exempt from this section.

4. (b) The use of light generated or reproduced by the use or consumption of fuel for illuminating or displaying any shop windows, store windows or any signs in show windows, shall be discontinued from sunrise to sunset and shall also be discontinued on the nights specified in Paragraph 4 (a).

5. The State Fuel Administrators within the several states are hereby directed and authorized to see that the provisions of this order are observed and carried out within their several states, to report violations thereof to the United States Fuel Administrator, and to recommend to him action to be taken with respect to such violations.

This order shall be effective on and after July 24, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 7, 1918, Effective Nov. 11, 1918, Establishing a Regulation Restricting the Use in Cities, Villages, and Towns of Light Generated or Produced by the Use of Fuel.

WASHINGTON, D. C., November 7, 1918.

It appearing to the United States Fuel Administrator that it is essential, in furtherance of the national security and defense, to lessen and prevent the waste of fuel, and to secure an adequate supply and equitable distribution and prevent, locally and generally, scarcity thereof, and that, to these ends, it is necessary that the use of fuel shall be limited and restricted in the manner hereinafter set forth,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby adjudges that the use of fuel or of light generated or produced by the use or consumption of fuel for any of the purposes hereinafter described, except as herein-after provided, is wasteful, and that any person using fuel or light for such purposes, except as aforesaid, is engaging in a wasteful practice or device in handling or dealing with fuel, and that the use of fuel or light for such purposes, except as aforesaid, is prejudicial and injurious to the national security and defense, and a cause of scarcity locally and generally, and said United States Fuel Administrator,

Hereby orders that the order of the United States Fuel Administrator relating to the use of coal to generate electricity for the operation of illuminated advertisements, etc., dated November 9, 1917, and the amendment thereto dated December 14, 1917, and the order of said United States Fuel Administrator relating to the use and maintenance of lights in cities, villages, and towns, dated July 18, 1918, be, and the same hereby are, vacated and set aside as of the effective date of the regulation hereinafter established, and

Hereby makes and establishes the following regulation, effective November 11, 1918, and until further or other order or regulation in the premises:

REGULATION RESTRICTING THE USE IN CITIES, VILLAGES, AND TOWNS OF LIGHT GENERATED OR PRODUCED BY THE USE OF FUEL.

SECTION I.

The extravagant or wasteful use of light generated or produced by the use or consumption of coal, oil, gas, or other fuel for illuminating purposes, in the streets, parks, or other public places of any city, village, or town, or for other outdoor illumination, public or private, is hereby prohibited.

SECTION II.

The use of light generated or produced by the use or consumption of coal, oil, gas, or other fuel, for illuminating or displaying advertisements, announcements, or signs on the exterior of any building, or on any billboard, or other structure for the display of advertisements, announcements, or signs, and the use of such light for the external ornamentation of any building or structure, or for illuminating or displaying any window in any shop or store, when such shop or store is not open for business, shall be entirely discontinued on Monday, Tuesday, Wednesday, and Thursday of each week in New England, and in the States of New York, Pennsylvania, New Jersey, Delaware, Maryland, and in the District of Columbia, and shall be entirely discontinued on Monday and Tuesday of each week in the States of Michigan and Ohio, and in any State not hereinbefore mentioned, when the Federal Fuel Administrator for such State shall so order, *provided, however*, that nothing in this regulation shall be construed to prohibit the maintenance in any shop or store window of any lights required by a State law or a municipal ordinance, or for the purpose of safety.

SECTION III.

The Federal Fuel Administrator for each State is hereby authorized and directed to enforce this regulation within such State.

Any person violating or refusing to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 18, 1918, Effective Nov. 23, 1918, Vacating the Order of Nov. 7, 1918, Establishing a Regulation Restricting the Use in Cities, Villages, and Towns of Light Generated or Produced by the Use or Consumption of Fuel, Provided Said Order of Nov. 7, 1918, is not Continued in Effect as to Any State by the Federal Fuel Administrator for Said State.

WASHINGTON, D. C., November 18, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated November 7, 1918, establishing a regulation entitled "Regulation restricting the use in cities, villages, and towns of light generated or produced by the use or consumption of fuel," and the regulation established by said order, be, and the same hereby are, vacated and set aside as of the effective date of this order; *provided, however*, that if the Federal Fuel Administrator for any State shall, by an order in writing signed by him, provide for the continuance of said regulation, or of any of the restrictions thereby imposed on the use of light, then such regulation, or the restrictions specified in the order of such Federal Fuel Administrator shall remain in full force and effect within such State until other or further order in the premises of such Federal Fuel Administrator or of the United States Fuel Administrator.

This order shall be effective November 23, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

*Maximum Conservation Regulations which State Administrators Are Authorized to Put into Effect without Consultation with Washington.*¹

WASHINGTON, D. C., February 9, 1918.

The following list represents the *maximum* conservation regulations which State Fuel Administrators are authorized to put in force without first consulting Washington. Please understand that it is not recommended that any of the following be put in force, unless the State Administrator deems it necessary on account of acute local emergency. In brief, he may direct less drastic restrictions, or none at all, but they must not be more drastic without previous consultation with Washington.

1. No fuel shall be burned for the purpose of supplying heat for office, banking and similar business buildings on Sundays and Holidays, or on Saturdays after 12 noon, or on other days after 5 p. m., except sufficient to prevent freezing. No elevator service shall be given on Sundays, Holidays, or between 6 p. m. and 7 a. m., on other days.

(a) Exceptions should be made for banks open in evenings and for the printing of newspapers.

2. Wholesale, retail, and other business houses and stores may be heated only from 9 a. m. to 5 p. m., excepting that:

(a) Stores formerly remaining open after 6.15 p. m. may be heated until their usual time of closing but not later than 10 p. m.

(b) Pharmacies may be heated after 10 p. m. for the sale of drugs and medical supplies, but shall not use electric lights exceeding a total of 100 watts after 10 p. m.

(c) For the sale of food not eaten on the premises, stores may be heated between the hours of 7 a. m. and 6 p. m., and on three evenings a week until 10 p. m.

¹ This list of maximum conservation regulations was sent out to all State Fuel Administrators from the Bureau of Conservation under date of Feb. 9, 1918.

(d) Restaurants and eating places may sell food as usual, but shall not engage in any other line of trade outside of the hours permitted to such trade.

(e) Coal dealers and wholesalers of perishable foods are exempted from these orders as far as commodities are concerned.

3. Moving picture houses, bowling alleys, billiard halls, public and private dance halls, and all places of amusement may be heated until 10 p. m.

(a) It is requested that where "4 minute men" speak at public performances, additional allowance be made for same.

(b) Places for the sale of liquor shall not be heated before 9 a. m. nor later than one hour previous to the time of closing specified by their license.

4. "Lightless Nights" may be established for every night except Saturday. A "Lightless Night" is defined by the United States Fuel Administrator's order of December 15th, which order in brief states that business organizations are forbidden to use interior electric lights after closing, and all outside electric lights except when necessary for the public safety or required by law. It also forbids so-called white-way cluster, or decorative street lighting.

5. Clubs, clubrooms and lodges shall not be heated after 10 p. m. except for the service of bedrooms.

These orders shall not apply to Government work needed immediately and further exceptions to them may be granted in cases of public necessity.

The following are in the nature of general recommendations:

1. The business of the day end at 5 p. m.

2. Evening activities end at 10 p. m.

3. Many public institutions desirable under ordinary conditions should be closed, and others curtailed.

4. Schools be put on a one-session basis if practicable.

5. Churches be kept closed except on Sunday, and churches, clubs and other religious, educational, or social organizations consolidate their activities.

6. All inside and outside lighting and all heating not covered by specific order be reduced to the minimum so that more drastic orders may not be necessary.

7. Factories should arrange their hours to save daylight and to relieve the peak load.

8. Salaries and wages should not be reduced on account of these orders and recommendations.

Order of the United States Fuel Administrator of May 29, 1918, Restricting Fuel Consumption by Private Yachts.

WASHINGTON, D. C., May 29, 1918.

It appearing to the United States Fuel Administrator, after consultation with the Chairman of the War Industries Board, in view of the necessity for conserving the country's resources for the prosecution of the War, the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes for which it was used in normal times, that it is essential to the national security and defense, for the efficient and successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain of its uses, and that among such uses is that of furnishing power for private yachts, and the United States Fuel Administrator hereby finding that it is reasonable and just to deny the use of fuel on private yachts and that such order will contribute to the successful outcome of the War through the release of fuel for war purposes, and will result, with other limitations upon the use of fuel in various lines of industry, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products to the prosecution of the War;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY PRIVATE YACHTS.

During the period from June 1, 1918, to May 31, 1919, no coal or fuel oil shall be consumed, burned, used on, or furnished to a private yacht for any purpose whatsoever except for galley fuel; provided, however, that this order shall not be construed to, nor shall it, restrict or regulate in any way the use of coal or fuel oil by any craft operated or employed in the service of the government of the United States; nor shall it be construed to, nor shall it, prevent the use of coal or fuel oil on a private yacht which on the 1st day of June, 1918, is away from its home port to enable such private yacht to reach its home port by the shortest course which safe navigation will permit.

The term "private yacht" shall for the purposes of this regulation mean any nautical craft not operated for profit which derives its motive power, either wholly or in part, through the use of coal or fuel oil.

Any person, firm, or corporation violating this regulation is subject to the penalty prescribed in the aforesaid Act of Congress approved August 10, 1917.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 15, 1918, Restricting Fuel Consumption by Private Country Clubs.

WASHINGTON, D. C., July 15, 1918.

It appearing to the United States Fuel Administrator in view of the necessity for conserving the country's resources for the prosecution of the War; the increased demand for fuel for industries engaged in the production of munitions and commodities required in the conduct of the War, and the fact that owing to the limitations upon transportation facilities and other causes resulting from the War, there is an insufficient supply of fuel for those purposes and also for all the other purposes for which it was used in normal times, that it is essential to the national security and defense, for the efficient and successful prosecution of the War, and for the support and maintenance of the Army and Navy, to restrict the consumption of fuel in certain of its uses and among such uses is that of furnishing heat for private country clubs, and the United States Fuel Administrator hereby finding that it is reasonable and just to deny the use of fuel to private country clubs and that such order will contribute to the successful outcome of the War through the release of fuel for war purposes, and will result, with other limitations upon the use of fuel in various lines of industry, in an equitable distribution and apportionment of fuel among consumers, in accordance with the relatively essential nature of their products in the prosecution of the war:

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation effective until further or other order and subject to general or specific modification hereafter from time to time and at any time:

REGULATION RESTRICTING FUEL CONSUMPTION BY PRIVATE COUNTRY CLUBS.

The term "private country club" in this regulation shall be construed to include any club or association organized wholly or in part for participation in out-door sports and depending for its maintenance upon dues of individual members.

During the period from December 1, 1918, to April 1, 1919, no private country club shall burn or use fuel of any description, including coal, coke, natural gas, fuel oil or other petroleum products, or use power derived from any such fuel, for purposes of heating or cooking, excepting:

First: This regulation shall not be construed to prevent or restrict the use of wood or peat for heating or cooking purposes by any country club when such wood or peat is available without the use of railroad transportation.

Second: Any private country club may use or burn fuel other than wood or peat for heating or cooking purposes on receiving a permit for such use from the United States Fuel Administration. Such permit may be granted upon receipt of a certificate from the Fuel Administrator for the state within which the country club applying therefor is located, that the fuel to be used can be spared for such purpose and that it is not against the public interest to grant such permit, or that the use of fuel for heating or cooking purposes is necessary for the maintenance of the regular employes of such club, provided that in case a permit shall be granted for the reason last above mentioned such a permit shall authorize the use of only so much fuel as shall be necessary to furnish heat and cook food for the regular employes of the club.

Any person, firm, or corporation who shall violate or refuse to conform to this regulation will be liable to the penalties prescribed in the aforesaid Act of Congress approved August 10, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Oct. 26, 1918, Amending the Order of July 15, 1918, Restricting Fuel Consumption by Country Clubs by Authorizing State Fuel Administrators to Permit Country Clubs to Burn Bituminous or Steam Anthracite Coal.

WASHINGTON, D. C., October 26, 1918.

All State Administrators are hereby authorized to give country clubs the necessary permits to receive and burn, during the winter, bituminous or steam anthracite coal, whenever, in the opinion of the State Administrator, there is a surplus of such fuel which can be spared for this purpose. Under no condition should country clubs be permitted to burn domestic sizes of anthracite.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 31, 1918. Vacating, as of Dec. 31, 1918, the Orders of May 29, 1918, July 3, 1918, and July 15, 1918, Restricting Fuel Consumption by Private Yachts, Brewers, and Private Country Clubs, respectively.

WASHINGTON, D. C., December 31, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the orders of said Administrator restricting the consumption of fuel, dated respectively May 29, 1918, July 3, 1918, and July 15, 1918 be, and each of said orders hereby is, vacated and set aside as of the 31st day of December 1918.

H. A. GARFIELD,
United States Fuel Administrator.

CHAPTER VI.

ORDERS AND REGULATIONS RELATING TO COKE, CHARCOAL, AND FUEL WOOD.¹

TITLE I.

COKE.

Section 1.—Orders Relating to the Price of Coke.²

Order of the United States Fuel Administrator of Nov. 9, 1917, effective 7 a. m., Nov. 10, 1917, Fixing Prices of Beehive Coke at the Ovens and Establishing a Regulation Relative to the Permissible Charge for Wagon Deliveries.

WASHINGTON, D. C., November 9, 1917.

It appearing to the United States Fuel Administrator that various regulations should be put in force at once for the better regulation of the distribution of coke and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the price of coke shall be understood as the price per ton of 2,000 pounds f. o. b. cars at the plant where the coke is manufactured.

All the maximum prices mentioned herein shall apply to car lots sold to consumers or to dealers for wagon delivery; any commissions paid to selling agencies, or margins allowed to jobbers, shall be paid by the vendors, and shall not be added to the prices established hereby.

In all cases where wagon deliveries are made, either by the coke producer or by dealers, a reasonable charge for such handling and delivery may be made; such charge shall be subject to approval of the State Fuel Administrator.

Beehive coke.—The maximum prices for coke made in ovens, without by-product recovery, east of the Mississippi River, shall be as follows:

Blast-furnace coke.....	\$6. 00
Foundry coke, 72-hour selected.....	7. 00
Crushed coke, over 1-inch size.....	7. 30

The maximum prices for various grades of beehive coke made in districts other than that described heretofore shall bear the same ratio to the established price of the coal from which the coke is made as the average contract prices of the same grades of coke has to the average contract prices of coal during the years 1912 and 1913.

¹ Chapter VI deals with and includes all orders directly relating to coke, charcoal and fuel wood. The orders dealing with contracts have not, however, been reprinted in this chapter and reference is made to Chapter II, Title V, for such orders and regulations.

² The orders fixing prices of coke are arranged in chronological order according to the effective date and without regard to the kind of coke referred to in the order. They have been indexed under the names of the states in which the operations affected are located. To find a particular order, therefore, it is necessary only to refer to the index under the name of the state in which the operation is located. By-product prices being dependent on freight rates, a tabulation of each individual operation would be necessary. Such a compilation might almost immediately become obsolete and has therefore been omitted. Compilations are, however, published from time to time by the Coke Bureau.

This order to become effective 7 a. m., November 10, 1917, and to remain in effect until January 1, 1918, or until superseded by further order.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 17, 1917, Effective 7 a. m., Nov. 19, 1917, Fixing Prices of By-Product Coke, Produced outside of New England, and Gas Coke, and Establishing a Regulation relative to the Permissible Charge for Wagon Deliveries.

WASHINGTON, D. C., November 17, 1917.

It appearing to the United States Fuel Administrator that various regulations should be put in force at once for the better control of the distribution of by-product coke and of gas coke, and of the prices at which the same may be sold, the United States Fuel Administrator, acting under authority of an Executive order of the President of the United States dated 23 August, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917, hereby orders and directs as follows:

The price of coke shall be understood as the price per ton of 2,000 pounds f. o. b. cars at the plant where the coke is manufactured.

All the maximum prices mentioned herein shall apply to car lots sold to consumers or to dealers for wagon delivery; any commissions paid to selling agencies, or margins allowed to jobbers, shall be paid by the vendors, and shall not be added to the prices established hereby.

In all cases where wagon deliveries are made, either by the coke producer or by dealers, a reasonable charge for such handling and delivery may be made; such charge shall be subject to approval of the State Fuel Administrator.

By-product coke.—Except for by-product coke produced in New England, the maximum prices for each grade of by-product coke, f. o. b. cars at point of production, shall be the sum of the base price for the grade, and the freight rate from the competing beehive coke district which takes the lowest freight rate to the point where such by-product coke is produced. The base prices are as follows:

Run of ovens.....	\$6.00
Selected foundry.....	7.00
Crushed, over 1-inch size.....	6.50

Gas coke.—The maximum price of gas coke sold for industrial or metallurgical use shall be fixed at the price established by the United States Fuel Administrator for the corresponding grade of coke produced in by-product ovens. The maximum price of gas coke sold for household purposes shall be the price established by the United States Fuel Administration for anthracite coal in the same locality.

This order becomes effective 7 a. m., November 19, and will remain in effect until January 1, 1918, or until superseded by further order.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 24, 1917, Effective 7 a. m., Nov. 26, 1917, Fixing Prices of By-Product Coke Produced in New England and Defining the Term "Foundry Coke, 72-hour Selected."

WASHINGTON, D. C., November 24, 1917.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force at once for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said

Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the Fuel Administrator, but not after December 31, 1917, and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those set forth in orders of November 9, 1917, and November 17, 1917, shall be in effect beginning at 7 a. m. on Monday, November 26, 1917:

(1) *By-product coke produced in New England*.—For coke produced in New England, the maximum prices for each grade, f. o. b. cars at point of production, shall be the base price for the grade of coke, plus the freight rate from the competing beehive coke district which takes the lowest freight rate to the point where such coke is produced, and plus 7 cents for each advance of 5 cents above 60 cents in the freight charges per ton (2,240 pounds) of coal for water transportation on the coal used in the manufacture of such coke. The base prices are as follows: Run of ovens, \$6, selected foundry, \$7, and crushed over 1-inch size, \$6.50.

(2) In said order dated November 9, 1917, hereinbefore referred to, establishing prices of certain kinds of coke and other regulations relative to coke, the expression "foundry coke, 72-hour selected" shall cover only coke selected in accordance with the usual trade practice for foundry use, and the price of \$7 shall in no case be charged for any shipments to blast furnaces.

(3) The attention of coke producers is called to the following penalties provided by the Lever Law for failure to conform to the prices fixed, or regulations established, under authority thereof:

"Whoever shall, with knowledge that the prices of any such commodity have been fixed as herein provided, ask, demand, or receive a higher price, or whoever shall, with knowledge that the regulations have been prescribed as herein provided, violate or refuse to conform to any of the same, shall, upon conviction, be punished by fine of not more than \$5,000, or by imprisonment for not more than two years, or both. Each independent transaction shall constitute a separate offense."

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 26, 1917, Continuing in Force until Superseded by further Order, the Orders of Nov. 9, 1917, Nov. 17, 1917, and Nov. 24, 1917, Fixing the Prices of Coke.

WASHINGTON, D. C., December 26, 1917.

The base prices of coke approved by the President of the United States on September 24, 1917, and elaborated and defined by orders of the Fuel Administrator on November 9, November 17, and November 24, will be continued in force until superseded by further orders.

There are some outlying districts in which comparatively small tonnages of coke are produced where costs of production are abnormally high. Where a sufficient showing is made as to the importance of such production, exceptions from the standard prices may be allowed in order to avoid shutting down such operations.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 27, 1917, Effective 7 a. m., Dec. 31, 1917, Fixing Prices of Beehive Coke at Certain Operations in Georgia, West Virginia, Tennessee, and Pennsylvania.

WASHINGTON, D. C., December 27, 1917.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that until further or other order of the Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those set forth in orders of November 9, 1917, shall be in effect beginning at 7. a. m., December 31, 1917:

1. The maximum price f. o. b. cars at ovens, per ton of 2,000 pounds for any grade of coke made in Walker County, Ga., by the Durham Coal & Coke Co., in Fayette County, W. Va., by the Babcock Coal & Coke Co., the Scotia Coal & Coke Co., and the Fire Creek Coal & Coke Co. shall be eight dollars (\$8).

2. The maximum price f. o. b. cars at ovens, per ton of 2,000 pounds for any grade of coke made at Tracy City, Tenn., by the Sewanee Fuel & Iron Co., shall be eight dollars and twenty-five cents (\$8.25).

3. The maximum prices f. o. b. cars at ovens, per ton of 2,000 pounds for coke made at Gallitzin, Cambria County, Pa., and at Glen White, Blair County, Pa., shall be seven dollars and twenty-five cents (\$7.25) for all coke for use in blast furnaces, and eight dollars and twenty-five cents (\$8.25) for selected 72-hour foundry coke.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Jan. 29, 1918, Effective 7 a. m., Jan. 30, 1918, Fixing Prices of Beehive Coke made in Alabama.

WASHINGTON, D. C., January 29, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that, until further or other order of the United States Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those set forth in orders of November 9, 1917, shall be in effect beginning at 7 a. m., January 30, 1918:

1. The maximum price, f. o. b. ovens, per ton of 2,000 pounds, for any grade of coke made from coal mined in the Black Creek, Brookwood and Blue Creek Districts, in the State of Alabama, shall be eight dollars (\$8.00), except that the maximum price for coke manufactured by the Empire Coal Company at Empire, Alabama, shall be eight dollars and twenty-five cents (\$8.25).

2. The maximum price, f. o. b. cars at ovens, per ton of 2,000 pounds, for coke made from coal mined in the Big Seam District, in the State of Alabama, shall be six dollars and seventy-five cents (\$6.75).

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 14, 1918, Effective 7 a. m., Feb. 15, 1918, Fixing Prices of Beehive Coke at certain Operations in Georgia, Alabama, West Virginia, and Oklahoma.

WASHINGTON, D. C., February 14, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of beehive coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those set forth in orders of November 9, December 26, and December 28, 1917, shall be in effect beginning at 7 a. m., February 15, 1918:

1. The maximum price f. o. b. cars at ovens, per ton of 2,000 pounds, for any grade of coke made in Walker County, Georgia, by the Durham Coal and Coke Company shall be eight dollars and seventy-five cents (\$8.75).

2. The maximum price f. o. b. cars at ovens, per ton of 2,000 pounds, for any grade of coke made from coal mined in the Black Creek, Brookwood, and Blue Creek districts of Alabama shall be eight dollars (\$8.00), except that the maximum price for coke manufactured from such coal by the Empire Coal Company at Empire shall be eight dollars and twenty-five cents (\$8.25).

3. The maximum price f. o. b. cars at ovens, per ton of 2,000 pounds for any grade of coke made from coal mined in the Big Seam district of Alabama shall be six dollars and seventy-five cents (\$6.75), except that the maximum price for coke manufactured from such coal by the Newcastle Coal Company shall be seven dollars and fifty cents (\$7.50).

4. The maximum price f. o. b. cars at ovens, per ton of 2,000 pounds for any grade of coke made by the United States Cast Iron Pipe & Foundry Company at Bessemer, Alabama, shall be eight dollars and fifty cents (\$8.50).

5. The maximum price f. o. b. cars at ovens, per ton of 2,000 pounds for any grade of coke made in the New River District of West Virginia on the Chesapeake & Ohio Railroad running from Thurmond north as far as Elmo and on the Chesapeake & Ohio Railroad and Kanawha, Glen Jean, and Eastern railroads running from Thurmond as far southwest as McDonald, shall be eight dollars (\$8.00) per ton.

6. The maximum price f. o. b. cars, Panther, on the main line of the Fort Smith and Western Railroad in the State of Oklahoma, per ton of 2,000 pounds, for coke made by the McCurtain Coke Company at McCurtain, Oklahoma, shall be ten dollars and seventy-five cents (\$10.75) for furnace and smelting coke and eleven dollars and seventy-five cents (\$11.75) for selected 72-hour foundry coke.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Feb. 28, 1918, Effective 7 a. m., Mar. 1, 1918, Fixing Prices of Beehive Coke at certain Operations in West Virginia and Pennsylvania and of By-Product Coke at Chattanooga, Tennessee.

WASHINGTON, D. C., February 28, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of by-product and beehive coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those set forth in orders of November 9, December 26, December 28, 1917, and February 14, 1918, shall be in effect beginning at 7 a. m., March 1, 1918:

1. The maximum prices f. o. b. cars at ovens, per ton of 2,000 pounds, for coke made in Preston County, West Virginia, on the Baltimore and Ohio Railroad between Tunnelton and Grafton, and for coke made at Meriden, Barbour County, West Virginia, shall be six dollars and seventy-five cents (\$6.75) for blast furnace coke, and seven dollars and seventy-five cents (\$7.75) for selected 72-hour foundry coke.

2. The maximum price f. o. b. cars at ovens, per ton of 2,000 pounds, for any grade of coke made in the Flat Top or Pocahontas District of West Virginia, shall be eight dollars (\$8.00).

3. The maximum price, f. o. b. cars at ovens, per ton of 2,000 pounds, for selected foundry coke, manufactured in Indiana County, Pennsylvania, from washed coal taken exclusively from the lower bench of coal of the upper Freeport seam, shall be eight dollars (\$8.00) if the ash exceeds 10% or the sulphur exceeds .9%, and eight dollars and fifty cents (\$8.50) if the ash is less than 10% and the sulphur is less than .9%.

4. By-product coke. The maximum price, f. o. b. cars at ovens, per ton of 2,000 pounds, for coke made in by-product ovens at Chattanooga, Tennessee, shall be eight dollars and twenty-five cents (\$8.25) for run of oven coke, eight dollars and seventy-five cents (\$8.75) for crushed coke over one inch size, and nine dollars and twenty-five cents (\$9.25) for selected foundry coke.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Mar. 19, 1918, Effective 7 a. m., Mar. 20, 1918, Fixing Prices of Coke Made in Tucker County, West Virginia, in Cambria County, Pennsylvania, and in Alabama.

WASHINGTON, D. C., March 19, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of beehive coke, and of the prices at which the same may be sold.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23rd of August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10th, 1917,

Hereby orders and directs that until further or other order of the Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those set forth in orders of November 9th, December 26th, December 28th, 1917, February 14th and February 28th, 1918, shall be in effect beginning at 7 a. m., March 20th, 1918.

1. The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs. for coke made in beehive ovens in Tucker County, West Virginia, shall be seven dollars (\$7.00) for blast furnace coke and eight dollars (\$8.00) for 72-hour selected foundry coke.

2. The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs., made in beehive ovens in Cambria County, Pennsylvania, shall be seven dollars and twenty-five cents (\$7.25) for blast furnace coke and eight dollars and twenty-five cents (\$8.25) for selected 72-hour foundry coke.

3. The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs., for any coke made in beehive or by-product ovens in the State of Alabama from coal mined from the Nickel Plate seam shall be seven dollars (\$7.00).

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Mar. 29, 1918, Effective 7 a. m., Mar. 30, 1918, Fixing Prices of Beehive Coke Made in certain Districts of Alabama and West Virginia, and of Beehive, By-Product, and Gas Coke Made in the State of Washington.

WASHINGTON, D. C., March 29, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated August 23, 1917, appointing said Administrator, and in furtherance of the purpose of said Order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other Order of the Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those already set forth shall be in effect beginning 7 a. m. March 30, 1918.

1. The maximum price f. o. b. cars at ovens, per ton of 2,000 pounds, for coke made from coal mined in the Black Creek, Brookwood, and Blue Creek Districts of Alabama shall be eight dollars (\$8.00) for smelting or furnace coke and eight dollars and seventy-five cents (\$8.75) for 72-hour selected foundry coke, except that the maximum price for coke manufactured from such coal by the Empire Coal Company at Empire shall be eight dollars and twenty-five cents (\$8.25).

2. The maximum price f. o. b. cars at ovens, per ton of 2,000 pounds, for coke made in beehive ovens in the Kanawha District, in Fayette County, in the State of West Virginia, shall be six dollars and fifty cents (\$6.50) for blast furnace coke, and seven dollars and fifty cents (\$7.50) for 72-hour selected foundry coke.

The maximum price f. o. b. cars at ovens, per ton of 2000 pounds, for coke made in beehive ovens in Preston County, West Virginia, shall be six dollars and seventy-five cents (\$6.75) for blast furnace coke, and seven dollars and seventy-five cents (\$7.75) for 72-hour selected foundry coke.

The maximum price of f. o. b. cars at ovens, per ton of 2,000 pounds for any kind of coke made in beehive ovens in Nicholas County, West Virginia, shall be seven dollars and seventy-five cents (\$7.75).

3. The maximum price f. o. b. cars at ovens, in the State of Washington, per ton of 2,000 pounds, for gas coke shall be seven dollars and fifty cents (\$7.50), for blast furnace and smelting coke made in by-product or beehive ovens, ten dollars (\$10.00), and for 72-hour selected foundry coke made in by-product or beehive ovens, eleven dollars (\$11.00).

4. The expression "72-hour selected foundry coke" shall cover only coke selected in accordance with the usual trade practice for foundry use, and the prices named for 72-hour selected foundry coke shall in no case be charged for any shipments to blast furnaces for smelting iron or other metal.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Mar. 26, 1918, Effective 7 a. m., April 1, 1918, Granting an Advance of 5% in the Price of Coke Made East of the 94th Meridian and Delivered to Consumers West of the 115th Meridian.

WASHINGTON, D. C., March 26, 1918.

It appearing to the United States Fuel Administrator that the prompt and efficient movement and distribution of coke from the eastern producing plants to consumers located west of the Rocky Mountains would be facilitated by an increase in price to

meet the additional expense necessarily incurred in merchandising coke in the section of the country located west of the Rocky Mountains.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator and subject to modification by him at any time and from time to time hereafter, the following additional regulation establishing prices on coke shall be effective beginning at 7 a. m., on the first day of April, 1918, viz:

That in all cases of sale of coke, manufactured east of the 94th meridian, to consumers located west of the 115th meridian, where the seller assumes the responsibility for the quality and delivery of such coke, and extends credit to, and carries the account of, the purchaser in accordance with the usual trade practices, there may be added five per cent (5%), to the established price of the coke f. o. b. cars at the point of manufacture.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 14, 1918, Effective 7 a. m., April 15, 1918, Fixing Prices of Beehive Coke Made in Colorado, West Virginia, and Alabama.

WASHINGTON, D. C., April 14, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the Fuel Administrator and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those already set forth shall be in effect beginning at 7 a. m. April 15, 1918.

1. The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs. for coke made in the State of Colorado, shall be eight dollars and fifty cents (\$8.50), for smelting or furnace coke and nine dollars and fifty cents (\$9.50) for 72-hour selected foundry coke.

2. The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs. for coke made in Monongalia County, West Virginia, shall be six dollars and twenty-five cents (\$6.25) for blast furnace coke and seven dollars and twenty-five cents (\$7.25) for 72-hour selected foundry coke.

3. The maximum price for 72-hour selected foundry coke, made by the Empire Coal Company at Empire, Alabama, f. o. b. cars at ovens, per ton of 2,000 lbs. shall be eight dollars and seventy-five cents (\$8.75).

The expression "72-hour selected foundry coke" shall cover only coke selected in accordance with the usual trade practice for foundry use, and the price named for 72-hour selected foundry coke shall in no case be charged for any shipments to blast furnaces for smelting iron or other metal.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of April 25, 1918, Effective 7 A. M., April 26, 1918, Establishing a Premium of 60 Cents per ton for Coke Sold for Export.

WASHINGTON, D. C., April 25, 1918.

It appearing to the United States Fuel Administrator that handling coke for export involves certain additional expense of assembling, loading, selling, and financing,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Order, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other Order of the United States Fuel Administrator and subject to modification by him at any time and from time to time hereafter, the following additional regulations establishing prices on coke shall be effective beginning at 7 a. m. on the 26 day of April, 1918, viz:

(1) That the maximum price of coke sold and delivered for export to foreign countries or to a possession or dependency of the United States, shall be the price prescribed for such coke at the ovens at the time such coke left the ovens, plus transportation charges from the ovens to the port of loading, plus 60 cents per ton of two thousand pounds.

(2) To this price computed as above, the seller of the coke or such other agency as performs the actual work of loading the vessel may add the customary and proper charges, if any, for unloading from railroad cars into ships, for towing, elevation, trimming, railroad and ship demurrage, and other port charges.

(3) The additional 60 cents per ton of two thousand pounds herein authorized may not be added to the price of coke as figured above where the coke is delivered solely by rail to foreign countries.

(4) No coke shall be sold and delivered for export to foreign countries or to a dependency or possession of the United States by ocean transportation before the vendor has secured a permit from the United States Fuel Administration authorizing the sale. Applications for such permits should be made to the Coke Division of the United States Fuel Administration and should contain, first, the name of the consumer and the destination of the coke, second, the tonnage to be shipped.

(5) The 5% provided for in the Order of March 26, 1918, for coke manufactured east of the 94th meridian and delivered to customers located west of the 115th meridian, may be added to the established price for all coke exported from the Pacific Coast in addition to the 60 cents allowed in this order.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 18, 1918, Effective Dec. 19, 1918, Amending the Order of April 25, 1918, Relative to Prices of Coke for Export by striking out Paragraph (4) thereof.

WASHINGTON, D. C., December 18, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated April 25, 1918, entitled "Order of the United States Fuel Administrator Relative to Prices of Coke for Export by Ocean Transportation," be, and the same hereby is, amended by striking out paragraph (4) thereof, which said paragraph (4) prohibits the sale or delivery of coke for export by ocean transportation except upon the prior issuance by the United States Fuel Administration of a permit therefor.

This order shall be effective December 19, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of April 25, 1918, Effective 7 a. m., April 26, 1918, Fixing Prices of Beehive Coke Made in Tennessee, West Virginia, and New Mexico.

WASHINGTON, D. C., April 25, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other orders of the Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those already set forth shall be in effect beginning at 7 a. m. April 26th, 1918:

(1) The maximum price f. o. b. cars at ovens, per ton of 2000 lbs. for coke made at Coalmont, Tennessee, shall be seven dollars and twenty-five cents (\$7.25) for blast furnace coke and eight dollars and twenty-five cents (\$8.25) for 72-hour special or selected foundry coke.

(2) The maximum price f. o. b. cars at ovens, per ton of 2000 lbs. for coke made from coal from the Pratt seam in the State of Alabama shall be eight dollars (\$8.00) for blast furnace coke and eight dollars and seventy-five cents (\$8.75) for 72-hour selected foundry coke.

(3) The maximum price f. o. b. cars at ovens, per ton of 2000 lbs., for coke made in Marion and Harrison Counties, West Virginia, shall be six dollars and twenty-five cents (\$6.25) for blast furnace coke and seven dollars and twenty-five cents (\$7.25) for 72-hour selected foundry coke.

(4) The maximum price f. o. b. cars, per ton of 2000 lbs. for coke made in Barbour and Randolph Counties, West Virginia, shall be six dollars and seventy-five cents (\$6.75) for blast furnace coke and seven dollars and seventy-five cents (\$7.75) for 72-hour selected foundry coke.

(5) The maximum price f. o. b. cars at ovens, per ton of 2000 lbs. for coke made in the State of New Mexico shall be eight dollars and fifty cents (\$8.50) for furnace and smelting coke and nine dollars and fifty cents (\$9.50) for 72-hour selected foundry coke.

The expression "72-hour selected foundry coke" shall cover only coke selected in accordance with the usual trade practice for foundry use, and the price named for 72-hour selected foundry coke shall in no case be charged for any shipments to blast furnaces for smelting iron or other metal.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 7, 1918, Effective 7 a. m., May 8, 1918, Fixing Prices of Screened and Sized Crushed Beehive Coke Made in Colorado.

WASHINGTON, D. C., May 7, 1918.

It appearing to the United States Fuel Administrator that an additional regulation should be put in force for the better control of the distribution of coke, and of the prices at which same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent executive orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other orders of the Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulation additional to those already set forth shall be in effect beginning at 7 a. m. May 8, 1918.

The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs. for screened and sized crushed beehive coke made in the State of Colorado shall be nine dollars and eighty cents. (\$9.80).

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 11, 1918, Effective 7 a. m., May 13, 1918, Fixing Prices of Beehive Coke Made in Virginia and Oklahoma.

WASHINGTON, D. C., May 11, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent executive orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other orders of the Fuel Administrator, and subject to modification by him at any time and from time to time hereafter the following regulations additional to those already set forth shall be in effect beginning at 7 a. m. May 13, 1918:

(1) The maximum price f. o. b. cars ovens, per ton of 2,000 lbs. for blast furnace coke made in beehive ovens in Wise and Lee Counties in the State of Virginia shall be seven dollars and twenty-five cents (\$7.25) and for 72-hour selected foundry coke eight dollars and twenty-five cents (\$8.25).

(2) The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs. for blast furnace or smelting coke made in beehive ovens at the Howe Plant of the Howe-McCurtain Coke Company in the State of Oklahoma shall be ten dollars and seventy-five cents (\$10.75) and for selected 72-hour foundry coke eleven dollars and seventy-five cents (\$11.75).

The expression "72-hour selected foundry coke" shall cover only coke selected in accordance with the usual trade practice for foundry use, and the price named for 72-hour selected foundry coke shall in no case be charged for any shipments to blast furnaces for smelting iron or other metal.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 24, 1918, Effective 7 a. m., June 25, 1918, Fixing Prices of Beehive Coke Made in Tennessee and West Virginia.

WASHINGTON, D. C., June 24, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and of the price at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other orders of the Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those already set forth shall be in effect beginning at 7 a. m., June 25, 1918:

(1) The maximum price f. o. b. cars at ovens per ton of 2,000 lbs. for coke made in beehive ovens in Cumberland County in the State of Tennessee shall be for blast furnace coke seven dollars and twenty-five cents (\$7.25), and for 72-hour selected foundry coke eight dollars and twenty-five cents (\$8.25).

(2) The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs. for coke made in beehive ovens at Ansted, West Virginia, shall be for blast furnace coke seven dollars (\$7.00), and for 72-hour selected foundry coke eight dollars (\$8.00).

The expression "72-hour selected foundry coke" shall include only coke selected in accordance with the usual trade practice for foundry use, and the price named for 72-hour selected foundry coke shall in no case be charged for any shipments to blast furnaces for smelting iron or other metal.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 27, 1918, Effective 7 a. m., June 28, 1918, Fixing Prices of Beehive Coke Made in Alabama.

WASHINGTON, D. C., June 27, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other orders of the Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulation additional to those already set forth shall be in effect beginning at 7 a. m., June 28, 1918:

The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs. for 72-hour selected foundry coke made in beehive ovens at the plant of the Newcastle Coal Company, at Newcastle, in the County of Jefferson, in the State of Alabama, shall be eight dollars and twenty-five cents (\$8.25).

The expression "72-hour selected foundry coke" shall cover only coke selected in accordance with the usual trade practice for foundry use, and the price named for 72-hour selected foundry coke shall in no case be charged for any shipments to blast furnaces for smelting iron or other metal.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of June 29, 1918, Effective 7 a. m., July 1, 1918, Fixing Prices of Beehive Coke Made in Kentucky.

WASHINGTON, D. C., June 29, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and of the price at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other Orders of the Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulation additional to those already set forth shall be in effect beginning at 7 a. m., July 1, 1918:

The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs., for blast furnace coke made in beehive ovens by the Marrowbone Mining Company, at Lookout, Pike County, Ky., shall be seven dollars and seventy-five cents (\$7.75).

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 8, 1918, Effective 7 a. m., July 9, 1918, Fixing Prices of Crushed and Screened Coke and Breeze Produced in Beehive Ovens.

WASHINGTON, D. C., July 8, 1918.

It appearing to the United States Fuel Administrator that various regulations should be put in force for the better control of the distribution of coke made in beehive ovens and of the prices at which the same may be sold.

The United States Fuel Administrator, acting under an Executive Order of the President of the United States, dated August 23, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other Orders of said Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations shall be in effect beginning at 7 a. m., July 9, 1918:

(1) The price of coke shall be understood as the price per ton of 2,000 lbs., f. o. b. cars at the plant where the coke is manufactured.

(2) All the maximum prices mentioned herein shall apply to car lots sold to consumers or to dealers for wagon delivery; any commissions paid to selling agencies, or margins allowed to jobbers, shall be paid by the vendors, and shall not be added to the prices established hereby.

(3) In all cases where wagon deliveries are made by the coke producer, a reasonable charge for such handling and delivery may be made, subject to the approval of the Federal Fuel Administrator for the State to which such delivery is made.

(4) The maximum price per ton of 2,000 lbs., f. o. b. cars at ovens, for crushed coke over $\frac{3}{4}$ inch size, produced at any beehive coke oven plant, shall be the maximum price for 72-hour selected foundry coke, plus 30 cents.

(5) The expression "crushed over $\frac{3}{4}$ inch size" shall include all prepared sizes of the clean hard coke over $\frac{3}{4}$ inch size whether crushed and screened mechanically, or screened by hand.

(6) The maximum price per ton of 2,000 lbs., f. o. b. cars at ovens, for all prepared sizes of clean dry screened coke under $\frac{3}{4}$ inch size shall be \$1.00 less than the price established by the United States Fuel Administrator for blast furnace coke made at beehive ovens where such coke is produced.

(7) The maximum price per ton of 2,000 lbs., f. o. b. cars at ovens, for breeze shall be one-half the price established for blast furnace coke made in beehive ovens where such breeze is produced.

The Term "breeze" shall be understood to include:

(a) All the small coke that is left after loading coke into cars by means of forks if shipped without further screening or sizing.

(b) Any portion of this coke that remains after removing the prepared sizes.

(c) Any undersized coke that is left after removing the metallurgical coke, the foundry coke or the prepared sizes by screening.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 8, 1918, Effective 7 a. m., July 9, 1918, Fixing Prices of Crushed and Screened Coke and Breeze Produced in By-Product Ovens.

WASHINGTON, D. C., July 8, 1918.

It appearing to the United States Fuel Administrator that various regulations should be put in force for the better control of the distribution of coke made in by-product ovens, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other Orders of said Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations shall be in effect beginning 7 a. m., July 9, 1918:

(1) The price of coke shall be understood as the price per ton of 2,000 pounds, f. o. b. cars at the plant where the coke is manufactured.

(2) All the maximum prices mentioned herein shall apply to carlots sold to consumers or to dealers for wagon delivery; any commissions paid to selling agencies, or margins allowed to jobbers, shall be paid by the vendors, and shall not be added to the prices established hereby.

(3) In all cases where wagon deliveries are made, by the coke producer, a reasonable charge for such handling and delivery may be made; subject to the approval of the Federal Fuel Administrator for the State in which such delivery is made.

(4) The maximum price, per ton of 2,000 pounds, f. o. b. cars at ovens, for crushed coke over $\frac{3}{4}$ inch size, produced at any by-product oven plant shall be the maximum price for run of ovens coke plus 50 cents.

(5) The expression "crushed coke over $\frac{3}{4}$ inch size," shall include all prepared sizes of clean hard coke over $\frac{3}{4}$ inch size whether crushed or screened mechanically or screened by hand.

(6) The maximum price, per ton of 2,000 pounds, f. o. b. cars at ovens for all prepared sizes of clean dry screened coke under $\frac{3}{4}$ inch size shall be \$1.00 per ton less than the price established by the Fuel Administrator for run of ovens coke made in by-product ovens where such coke is produced.

(7) The maximum price, per ton of 2,000 pounds, f. o. b. cars at ovens for breeze shall be one-half the price established by the United States Fuel Administrator for run of oven coke made in by-product ovens where such breeze is produced. The term "breeze" shall be understood to include:

(a) All small coke that is left after loading coke into cars by means of forks if shipped without further screening or sizing.

(b) Any portion of this coke that remains after removing the prepared sizes.

(c) Any undersized coke that is left after removing the metallurgical coke, the foundry coke or the prepared sizes by screening.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 8, 1918, Effective 7 a. m., July 9, 1918, Fixing Prices of Gas Coke.

WASHINGTON, D. C., July 8, 1918.

It appearing to the United States Fuel Administrator that as anthracite coal is not obtainable in certain districts where gas coke is produced, and that there are no published railroad freight rates on anthracite coal to such districts, therefore, various additional regulations should be put in force for the better control of distribution of gas coke, and of the prices at which it should be sold,

The United States Fuel Administrator, acting under the authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other Orders of said Fuel Administrator, subject to modification by him at any time and from time to time hereafter, the following regulations shall be in effect beginning at 7 a. m., July 9, 1918:

(1) The price of coke shall be understood as the price per ton of 2,000 pounds, f. o. b. cars at the plant where the coke is manufactured.

(2) All the maximum prices mentioned herein shall apply to car lots sold to consumers or to dealers for wagon delivery; any commissions paid to selling agencies, or margins allowed to jobbers, shall be paid by the vendors, and shall not be added to the prices established hereby.

(3) In all cases where wagon deliveries are made, by the coke producer, a reasonable charge for such handling and delivery may be made; subject to approval of the Federal Fuel Administrator for the State in which such delivery is made.

(4) In those localities where anthracite coal is not obtainable the maximum price of each grade of gas coke, per ton of 2,000 pounds, f. o. b. cars at the plant where such coke is produced shall be the base price for such grade, plus the lowest published coke freight rate to such point from any beehive coke district. The base price shall be as follows:

Run of Retorts.....	\$5. 50
Run of Retorts screened above $\frac{3}{4}$ inch size.....	6. 00
Screened and sized about $\frac{3}{4}$ inch size.....	6. 50
Screened and sized between $\frac{1}{2}$ and $\frac{3}{4}$ inch.....	4. 50

(5) Where anthracite coal is obtainable:

The maximum prices of various grades of gas coke per ton of 2,000 pounds, f. o. b. cars at the plant at which it is produced, sold to dealers for distribution in less than earload lots, or delivered direct to consumers for household purposes, shall be as follows:

Screened and sized above $\frac{3}{4}$ inch.....The same price as that established by the United States Fuel Administrator for stove anthracite in the same locality.

Run of Retorts screened about $\frac{3}{4}$ inch.....25 cents less than the price above of anthracite.

Run of Retorts not screened.....75 cents less than price of stove anthracite.

The maximum price of gas coke sold for other purposes than those heretofore mentioned in this paragraph, shall be the prices established in Paragraph (4) of this Order.

(6) The maximum price, per ton of 2,000 pounds, f. o. b. cars at plant at which it is produced, for breeze shall be one half the price established by the United States Fuel Administrator for run of retorts coke unscreened made in gas retorts where such breeze is produced.

The term breeze shall be understood to include:

(a) All small coke that is left after loading coke into cars by means of forks if shipped without further screening or sizing.

(b) Any portion of this coke that is left after removing the prepared sizes.

(c) Any undersized coke that is left after removing the metallurgical coke, the foundry coke, or the prepared sizes by screening.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 8, 1918, Effective 7 a. m., July 9, 1918, Fixing Prices of Beehive Coke Made in Utah.

WASHINGTON, D. C., July 8, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other Orders of said Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those already set forth shall be in effect beginning 7 A. M., July 9th, 1918:

The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs., for coke made in the State of Utah shall be eight dollars and fifty cents (\$8.50) for smelting or furnace coke, and nine dollars and fifty cents (\$9.50) for 72-hour selected foundry coke.

The expression "72-hour selected foundry coke" shall cover only coke selected in accordance with the usual trade practice for foundry use, and the price named for 72-hour selected foundry coke shall in no case be charged for shipments to blast furnaces for smelting iron or other metal.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 11, 1918, Effective 7 a. m., July 12, 1918, Fixing Prices of Beehive Coke Made in West Virginia.

WASHINGTON, D. C., July 11, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under an Executive Order of the President of the United States dated 23 August, 1917, appointing said administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further notice or other orders of the said Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulation, additional to those already set forth, shall be in effect beginning at 7 a. m., July 12, 1918:

The maximum price, f. o. b. cars at ovens, per ton of 2000 lbs., for any grade of coke made in the New River District of West Virginia, as described in United States Fuel Administrator's order No. 2267, of June 26, 1918, shall be eight dollars (\$8.00).

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 24, 1918, Effective 7 a. m., July 25, 1918, Fixing Prices of Mixed Sizes of Screened Coke Suitable for Domestic Purposes.

WASHINGTON, D. C., July 24, 1918.

It appearing to the United States Fuel Administrator that there is a growing industry in the production of domestic fuel by screening and cleaning the accumulated breeze piles at beehive and by-product coking plants, and that a maximum price should be fixed therefor,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August 1917, appointing said

Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order, and subject to modification hereafter from time to time and at any time, the following regulation additional to those already set forth shall be in effect beginning 7 a. m., July 25, 1918:

The maximum price per ton of 2000 pounds, f. o. b. cars at the point where produced, for mixed sizes of properly screened and cleaned beehive or by-product coke suitable for domestic purposes shall be \$1.00 less than the maximum government price for selected foundry coke f. o. b. cars at the same point.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 26, 1918, Effective 7 a. m., July 29, 1918, Fixing Prices of Beehive Coke Made in Kentucky.

WASHINGTON, D. C., July 26, 1918.

It appearing to the United States Fuel Administrator that various additional regulations should be put in force for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other Orders of said Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations additional to those already set forth shall be in effect beginning 7 a. m., July 29, 1918:

(1) The maximum price f. o. b. cars at ovens, per ton of 2,000 pounds, for coke made in Pike County, Kentucky, except at the plant of the Marrowbone Mining Co., shall be six dollars and fifty cents (\$6.50) for blast-furnace coke and seven dollars and fifty cents (\$7.50) for 72-hour selected foundry coke.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of July 31, 1918, Effective 7 a. m., Aug. 1, 1918, Fixing Prices of Gas Coke, and Superseding the Order of July 8, 1918.

WASHINGTON, D. C., July 31, 1918.

It appearing to the United States Fuel Administrator that as Anthracite coal is not obtainable in certain districts where gas coke is produced, therefore various additional regulations should be put in force for the better control of distribution of gas coke, and of the prices at which it should be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order, and subject to modification hereafter from time to time and at any time, the following regulation additional to those already set forth shall be in effect beginning 7 a. m., August 1, 1918:

(1) The price of coke shall be understood as the price per ton of 2,000 pounds, f. o. b. cars at the plant where the coke is manufactured.

(2) All the maximum prices mentioned herein shall apply to car lots sold to consumers or to dealers for wagon delivery; any commissions paid to selling agencies,

or margins allowed to jobbers, shall be paid by the vendors, and shall not be added to the prices established hereby.

(3) In all cases where wagon deliveries are made, by the coke producer, a reasonable charge for such handling and delivery may be made; subject to approval of the Federal Fuel Administrator for the State in which such delivery is made.

(4) In those localities where Anthracite coal is not obtainable by dealers under the distribution plan of the United States Fuel Administrator, and in those localities where anthracite is not in general use as a domestic fuel, the maximum price of each grade of gas coke, per ton of 2,000 pounds, f. o. b. cars at the plant where such coke is produced shall be the base price for such grade, plus the lowest published coke freight rate to such point from any beehive coke district. The base price shall be as follows:

Run of Retorts.....	\$5.50
Run of Retorts screened above $\frac{3}{4}$ inch size.....	6.00
Prepared sizes above $\frac{3}{4}$ -inch size.....	6.50
Prepared sizes below $\frac{3}{4}$ -inch size.....	4.50

(5) Where Anthracite Coal is obtainable:

The maximum prices of various grades of gas coke per ton of 2,000 pounds, f. o. b. cars at the plant at which it is produced, sold to dealers for distribution in less than car-load lots, or delivered direct to consumers for household purposes, shall be as follows:

Screened and sized above $\frac{3}{4}$ inch.....	The same price as that established by the United States Fuel Administrator for Stove Anthracite F. O. B. cars at the mines in that district which takes the lowest railroad freight rate to the plant where the coke is produced plus the said freight rate.
Run of Retorts screened above $\frac{3}{4}$ inch....	25 cents less than the price of above anthracite plus such freight rate.
Run of Retorts not screened.....	75 cents less than the price of above anthracite plus such freight rate.

The maximum price of gas coke sold for other purposes than those heretofore mentioned in this paragraph, shall be the prices established in paragraph (4) of this order

(6) The maximum price, per ton of 2,000 pounds, f. o. b. cars at plant at which it is produced, for breeze shall be one-half the price established by the United States Fuel Administrator for run of retorts coke unscreened made in the gas retorts where such breeze is produced.

The term "breeze" shall be understood to include:

(a) All small coke that is left after loading coke into cars by means of forks if shipped without further screening or sizing.

(b) Any portion of this coke that is left after removing prepared sizes.

(c) Any undersized coke that is left after removing the metallurgical coke, the foundry coke, or the prepared sizes by screening.

In any district where a maximum price established by this regulation appears to be unreasonable on account of local conditions, the United States Fuel Administrator at the request of the Federal Fuel Administrator for the State in which such district is located, will investigate local conditions, and establish such maximum prices for gas coke as appear reasonable.

The regulation contained in the above order supersedes the regulation contained in the order dated July 8, 1918, and all previous orders or regulations establishing prices for gas coke.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 9, 1918, Authorizing the Semet-Solvay Company to Sell certain By-Product Coke from its Harriet, New York Ovens, at the Price of \$5.50 per Ton.

WASHINGTON, D. C., August 9, 1918.

It appearing to the United States Fuel Administrator that the Semet-Solvay Company is the owner of a quantity of coke located at said company's by-product plant at Harriet, New York; that said coke has been screened over a three-inch screen, and contains a considerable amount of egg and stove size domestic coke, but that under the regulations of said Administrator now in force said coke must be classified as "breeze"; and it further appearing that under present conditions it is not practicable to re-screen said coke, and that it should be marketed without delay in order to supply the present demand for coke and decrease the shortage thereof; and it further appearing that the applicable government price for "breeze" coke is not a fair or adequate price for the coke above described.

The United States Fuel Administrator acting under the authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that said Semet-Solvay Company be, and it hereby is, authorized to sell the above-described coke, at a price not to exceed \$5.50 per ton of 2000 pounds, f. o. b. cars at ovens at Harriet, all commissions paid to selling agencies and margins allowed to jobbers to be paid by said Semet-Solvay Company, anything contained in the regulations of the United States Fuel Administration now in force with reference to the maximum prices of coke to the contrary notwithstanding, *provided however*, that when the coke now on hand at said plant, answering the above description, shall have been sold, the authority granted hereby shall cease and determine, and, *provided further*, that until said coke shall be disposed of said Semet-Solvay Company shall report to said United States Fuel Administrator during each week in writing, the amount of said coke shipped during the preceding week, and the estimated amount thereof remaining on hand at the end of said preceding week.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Ass't United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 13, 1918, Effective 7 a. m., Aug. 14, 1918, Fixing Prices of Beehive Coke Produced from Coal Mined from the Upper Bench of the Big Seam in the State of Alabama.

WASHINGTON, D. C., August 13, 1918.

It appearing to the United States Fuel Administrator that an additional regulation should be put in force for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order, and subject to modification hereafter from time to time and at any time, the following regulation additional to those already set forth shall be in effect beginning 7 a. m., August 14, 1918.

The maximum price f. o. b. cars at ovens of 2,000 lbs. for coke made from coal mined from the upper bench of the big seam in the State of Alabama shall be eight dollars and fifty cents (\$8.50) for blast furnace coke and nine dollars and fifty cents (\$9.50) for selected 72-hour foundry coke.

H. A. GARFIELD,
United States Fuel Administrator.
By CYRUS GARNSEY, JR.,
Assistant United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 13, 1918, Effective 7 a. m., Aug. 14, 1918, Fixing Prices of Beehive Coke Produced in West Virginia.

WASHINGTON, D. C., *August 13, 1918.*

It appearing to the United States Fuel Administrator that an additional regulation should be put in force for the better control of the distribution of coke, and of the prices at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other Orders of said Fuel Administrator, and subject to modifications by him at any time and from time to time hereafter, the following regulations additional to those already set forth shall be in effect beginning 7 a. m., August 14, 1918:

The maximum price f. o. b. cars at ovens, per ton of 2,000 lbs., for coke made in Logan County, West Virginia, shall be six dollars and seventy-five cents (\$6.75) for blast furnace coke and seven dollars and seventy-five cents (\$7.75) for selected 72-hour foundry coke.

H. A. GARFIELD,
United States Fuel Administrator.
By CYRUS GARNSEY, JR.,
Assistant United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 31, 1918, Effective 7 a. m., Sept. 3, 1918, Fixing Prices of By-product Coke at the Ovens.

WASHINGTON, D. C., *August 31, 1918.*

It appearing to the United States Fuel Administrator that in most places where by-product coke is produced there are certain local switching charges which make the price of by-product coke higher than beehive coke, that contracts for high priced coal have generally expired, that the supply of coal is more regular, and that the price of coal has been reduced 10¢ a ton.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order in the premises and subject to modification hereafter from time to time and at any time, the following regulations additional to those already set forth shall be in effect beginning 7 a. m., September 3, 1918:

(1) Those parts of the Orders of November 17 and November 24, 1917, and of February 28, March 19, and March 29, 1918, which relate to by-product coke are hereby cancelled on and after 7 a. m., September 3, 1918.

(2) The price of coke shall be understood as the price per ton of 2,000 lbs., f. o. b. cars at the plant where the coke is manufactured.

(3) All the maximum prices mentioned herein shall apply to car lots sold to consumers or to dealers for wagon delivery; any commissions paid to selling agencies, or margins allowed to jobbers, shall be paid by the vendors, and shall not be added to the prices established hereby.

(4) In all cases where wagon deliveries are made, by the coke producer, a reasonable charge for such handling and delivery may be made; subject to the approval of the Federal Fuel Administrator for the State in which such delivery is made.

(5) The base price for by-product coke shall be as follows:

Run of ovens.....	\$5. 70
Selected Foundry.....	6. 70

(6) Except as otherwise provided herein the maximum price, f. o. b. cars at point of production, for each grade of by-product coke mentioned in section (5) hereof, shall be the sum of the base price for such grade, and the freight rate from the competing beehive coke district which takes the lowest freight rate to the point where such by-product coke is produced.

(7) *By-product coke in New England:* For coke produced in New England, the maximum prices, f. o. b. cars at point of production, for each grade of by-product coke mentioned in section (5) hereof shall be the base price for such grade plus the freight rate from the competing beehive district which takes the lowest freight rate to the point where such coke is produced, and plus 7¢ for each advance of 5¢ above 60¢ in the freight charges per ton (2240 lbs.) of coal for water transportation on the coal used in the manufacture of such coke.

(8) *By-product coke at Chattanooga, Tennessee:* The maximum price, f. o. b. cars at ovens, for coke made in by-product ovens at Chattanooga, Tennessee, shall be seven dollars and ninety-five cents (\$7.95) for run of oven coke, and eight dollars and ninety-five cents (\$8.95) selected foundry coke.

(9) *By-product coke in Alabama:* The maximum price, f. o. b. cars at point of production, for coke made in by-product ovens, in the State of Alabama, shall be seven dollars and seventy-five cents (\$7.75) for run of oven coke, and eight dollars and seventy-five cents (\$8.75) for selected foundry coke.

(10) *By-product coke in Washington:* The maximum price, f. o. b. cars at point of production, for coke made in by-product ovens in the State of Washington, shall be ten dollars (\$10.00) for run of oven coke, and eleven dollars (\$11.00) for selected foundry coke.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 31, 1918, Effective 7 a. m., Sept. 3, 1918, Fixing Prices of Beehive Coke Produced in Alabama.

WASHINGTON, D. C., August 31, 1918.

It appearing to the United States Fuel Administrator that additional regulations should be put in force for the better control of the distribution of coke, and of the price at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order, in the premises and subject to modification hereafter from time to time and at any time, the following regulations additional to those already set forth shall be in effect beginning 7 a. m., September 3, 1918, in respect to coke manufactured in the State of Alabama:

(1) All Orders heretofore issued establishing maximum prices of coke made in beehive ovens in the State of Alabama are hereby cancelled.

(2) The maximum price per ton of 2,000 pounds, f. o. b. cars at ovens, for coke made in beehive ovens by any company, other than the Newcastle Coal Co., from washed coal mined from District No. 1, as described in an order of the United States Fuel Administrator, dated August 22, 1918, shall be seven dollars (\$7.00) for blast furnace coke and eight dollars (\$8.00) for 72-hour selected foundry coke.

(3) The maximum price per ton of 2,000 pounds, f. o. b. cars at ovens, for coke made in beehive ovens by the Yolande Coal & Coke Company from washed coal mined from District No. 3, as described in said order, and for coke made in beehive ovens by any company, other than the Empire Coal Co., from washed coal mined from District No. 2, as described in said order, shall be eight dollars and seventy-five cents (\$8.75) for blast furnace coke and nine dollars and seventy-five cents (\$9.75) for 72-hour selected foundry coke.

(4) The maximum price per ton of 2,000 pounds, f. o. b. cars at ovens, for coke made in beehive ovens by the Newcastle Coal Company from washed coal mined from District No. 1, as described in said order, and for coke made in beehive ovens by any company, other than the Gulf States Steel Company, at Sayre, and the Yolande Coal & Coke Company, from washed coal mined from District No. 3, as described in said order, shall be seven dollars and eighty-five cents (\$7.85) for blast furnace coke and eight dollars and eighty-five cents (\$8.85) for 72-hour selected foundry coke.

(5) The maximum price per ton of 2,000 lbs., f. o. b. cars at ovens, for coke made in beehive ovens by the Empire Coal Co. from washed coal shall be ten dollars and fifty cents (\$10.50).

(6) The maximum price per ton of 2,000 lbs., f. o. b. cars at ovens, for coke made in beehive ovens by the Gulf States Steel Company, Sayre, from washed coal mined from the upper bench of the Big Seam shall be eight dollars and fifty cents (\$8.50) for blast furnace coke, and nine dollars and fifty cents (\$9.50) for 72-hour selected foundry coke.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 28, 1918, Effective Sept. 30, 1918, Fixing Prices of Gas Coke Produced in the State of Colorado.

WASHINGTON, D. C., September 28, 1918.

It appearing to the United States Fuel Administrator that additional regulations should be put in force for the better control and distribution of coke, and of the price at which the same may be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated August 23, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order, in the premises and subject to modification hereafter from time to time and at any time, the following regulations additional to those already set forth shall be in effect, beginning 7 a. m., September 30, 1918, in respect to gas coke manufactured in the State of Colorado:

(1) The maximum price per ton of 2,000 pounds, f. o. b. cars at the plant at which it is produced, for coke made in gas retorts in the State of Colorado, except at Colorado Springs, shall be as follows:

Run of Retort.....	\$5. 50
“ “ “ Screened over $\frac{3}{4}$ ”.....	6. 00
Prepared sizes above $\frac{3}{4}$ ”.....	6. 50
“ “ below $\frac{3}{4}$ ”.....	4. 50

(2) The maximum prices at Colorado Springs, Colorado, shall be the prices mentioned in Paragraph (1) plus 50¢ per ton of 2,000 pounds.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 28, 1918, Effective 7 a. m., Sept. 30, 1918, Fixing Prices at the Ovens for Mixed Sizes of Screened Coke suitable for Domestic Purposes, reclaimed from Breeze Piles under Permit.

WASHINGTON, D. C., September 28, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order, and subject to modification hereafter from time to time and at any time, the following regulation additional to those already set forth shall be in effect beginning 7 a. m., September 30, 1918:

The maximum price per ton of 2,000 pounds, f. o. b. cars at the point where produced, for mixed sizes of properly screened and cleaned beehive or by-product coke reclaimed, under permit issued by the Coke Bureau of the United States Fuel Administration, from accumulated breeze piles and suitable for domestic purposes, shall be five dollars and fifty cents (\$5.50).

In all cases where wagon deliveries are made by the coke producer, such charge for handling and delivery may be made as the Federal Fuel Administrator for the State in which such delivery is made shall approve.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 6, 1918, Effective Dec. 7, 1918, Vacating the Orders of Sept. 4, 1918, Sept. 13, 1918, and Sept. 28, 1918, and Fixing Prices of Mixed Sizes of Screened and Cleaned Coke Reclaimed from Breeze Piles and Suitable for Domestic Purposes.

WASHINGTON, D. C., December 6, 1918.

It appearing to the United States Fuel Administrator that there is no longer occasion for the restriction heretofore imposed by order of said Administrator on the reclamation of coke from breeze dumps, the United States Fuel Administrator acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the orders of said Administrator dated respectively September 4, 1918, and September 13, 1918, relating to the reclaiming of coke from breeze piles, and the order of said Administrator dated September 28, 1918, relating to the price of coke reclaimed under the provisions of the said order dated September 13, 1918, be, and the same hereby are, vacated and set aside as of the effective date of this order; and said Administrator further,

Orders and directs that mixed sizes of properly screened and cleaned beehive or by-product coke reclaimed from accumulated breeze piles and suitable for domestic purposes may be sold at prices per ton of 2,000 pounds, f. o. b. cars at the point where produced not to exceed \$5.50. In all cases where wagon deliveries of such coke are made by the producer thereof such charge for handling and delivery may be made as the Federal Fuel Administrator for the State in which such delivery is made shall approve.

This order to become effective December 7, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 2, 1918, Effective Nov. 4, 1918, Fixing Prices of Gas Coke Produced at Evansville, Indiana.

WASHINGTON, D. C., November 2, 1918.

The United States Fuel Administrator, having by a regulation promulgated July 31, 1918, established maximum prices for gas coke, and having provided in and by said regulation for a revision of said prices as to gas coke produced in any district where the prices established by said regulation for such coke should appear to be unreasonable on account of local conditions, and it appearing to said Administrator that by reason of local conditions the prices established as aforesaid are unreasonable for gas coke produced at Evansville, Indiana,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coke produced in gas retorts at Evansville, in the State of Indiana, may be sold at prices per ton of 2,000 pounds, f. o. b. cars at the plant at which such coke is produced, not to exceed the following, viz:

For run of retort.....	\$7. 45
For run of retort screened over $\frac{3}{4}$ -inch screen.....	7. 95
For prepared sizes above $\frac{3}{4}$ inch.....	8. 45
For prepared sizes below $\frac{3}{4}$ inch.....	6. 45

This order shall be effective November 4, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 15, 1918, Effective 7 a. m., Nov. 18, 1918, Fixing Prices at the Ovens for Beehive Coke Produced in Taylor County, West Virginia, and Hopkins County, Kentucky.

WASHINGTON, D. C., November 15, 1918.

Applications having been made to the United States Fuel Administrator for a revision of the prices of coke produced in Taylor County, West Virginia, and in Hopkins County, Kentucky, the United States Fuel Administrator, after due consideration of such applications, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917.

Hereby orders and directs, (1) That coke produced in Taylor County, in the State of West Virginia, may be sold at prices per ton of 2,000 pounds, f. o. b. cars at ovens, not to exceed the following, viz.: For blast furnace coke, \$6.75; for selected 72-hour foundry coke, \$7.75.

(2) That coke produced in Hopkins County, in the State of Kentucky, may be sold at prices per ton of 2,000 pounds, f. o. b. cars at ovens, not to exceed the following, viz.: For blast furnace coke, \$7.25; for selected 72-hour foundry coke, \$8.25.

This order shall be effective at 7 a. m., November 18, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

*Order of the United States Fuel Administrator of Nov. 25, 1918, Effective Nov. 27, 1918,
Fixing Prices of Gas Coke Produced in Colorado.*

WASHINGTON, D. C., November 25, 1918.

The United States Fuel Administrator having, by regulation established maximum prices for gas coke, and having provided in and by said regulation for a revision of said prices as to gas coke produced in any district where the prices established by said regulation for such coke should appear to be unreasonable on account of local conditions, and it appearing to said Administrator that by reason of local conditions the prices established as aforesaid are unreasonable for gas coke produced in the State of Colorado,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that coke produced in gas retorts in the State of Colorado, except at Colorado Springs, may be sold at prices per ton of 2,000 pounds, f. o. b. cars at the plant at which such coke is produced, not to exceed the following, viz:

For run of retort.....	\$6.00
For run of retort screened over $\frac{3}{4}$ inch screen.....	6.50
For prepared sizes above $\frac{3}{4}$ inch.....	7.00
For prepared sizes below $\frac{3}{4}$ inch.....	5.00

Coke produced in gas retorts at Colorado Springs, in the State of Colorado, may be sold at prices per ton of 2,000 pounds f. o. b. cars at the plant at which the same is produced, not to exceed the prices hereinabove fixed plus 50 cents.

This order shall be effective November 27, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 25, 1918, Effective 7 a. m., Nov. 30, 1918, Fixing Prices of Gas Coke at the Retort.

WASHINGTON, D. C., November 25, 1918.

Application having been made to the United States Fuel Administrator for revision of the prices of gas coke, the United States Fuel Administrator after due consideration of such application, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that gas coke may be sold at prices per ton of 2,000 pounds f. o. b. cars at the plant where the same is produced, not to exceed the following:

1. In those localities where anthracite coal is not obtainable by dealers, under the distribution plan of the United States Fuel Administration, and in those localities where anthracite coal is not in general use as a domestic fuel, the price per ton of 2,000 pounds of each grade of gas coke shall not exceed the base price for such grade as hereinafter in this paragraph specified, plus the lowest coke freight rate to the point

where such plant is located, from any beehive coke operation. The base price for each grade shall be as follows:

Run of retorts.....	\$5. 50
Run of retorts screened above $\frac{3}{4}$ -inch size.....	6. 00
Prepared sizes above $\frac{3}{4}$ -inch size.....	6. 50
Prepared sizes below $\frac{3}{4}$ -inch size.....	4. 50

2. In localities where anthracite coal is obtainable:

(a) The price of each grade of gas coke hereinafter in this paragraph specified, when such coke is sold to dealers for distribution by them in less than carload lots, or for delivery direct to consumers for household purposes, shall not exceed the following:

Prepared sizes, above $\frac{3}{4}$ -inch.....	The same price as that in effect October 1, 1918, under the regulations of the United States Fuel Administrator, per ton of 2,000 pounds, for stove anthracite f. o. b. cars at the mines in that district which takes the lowest railroad freight rate to the point where the coke is produced, plus the said freight rate.
Run of retorts screened above $\frac{3}{4}$ -inch....	25 cents less than the price of prepared sizes above $\frac{3}{4}$ -inch.
Run of retorts not screened.....	75 cents less than the price of prepared sizes above $\frac{3}{4}$ -inch.

Provided, however, that in case of sales by the producer of such coke in less than car lots for delivery direct to consumers for household use, such producer may add to the prices above specified the retailer's margin fixed by the Local Fuel Administration for retail sales of coke in the district where such coke is produced.

(b) The prices of gas coke sold for purposes other than those specified under (a) shall not exceed those specified in paragraph 1, hereof.

3. The price of breeze shall not exceed one-half the price established by paragraph 1 hereof for run of retort coke unscreened made in the gas retorts where such breeze is produced.

The term "breeze" shall be construed to include:

(a) All small coke that is left after loading coke into cars by means of forks if shipped without further screening or sizing.

(b) Any portion of this coke that is left after removing prepared sizes.

(c) Any undersized coke that is left after removing the metallurgical coke, the foundry coke, or the prepared sizes by screening.

4. The maximum prices hereby established shall apply to sales of car lots to consumers or to dealers for wagon delivery. Any commissions to selling agents or margins allowed to jobbers shall be paid by the vendor and shall not be added to such prices.

5. In cases where wagon deliveries of coke are made by the producer thereof, such reasonable charge for handling and delivery may be added to the prices hereby established as shall be approved by the Federal Fuel Administrator for the State in which such coke is produced, provided that no such charge shall be added by any producer to the price of any coke where a retailer's margin is added to such price as provided in paragraph 2 hereof.

6. In any district where a maximum price established by this regulation shall appear to the Federal Fuel Administrator for the State in which such district is located, to be unreasonable on account of local conditions, he shall so report to the United States Fuel Administrator, who will thereupon cause an investigation to be made of such

local conditions, and take such action as to the maximum prices of gas coke in such district as shall seem to him reasonable.

7. The order of the United States Fuel Administrator dated July 31, 1918, entitled "Order of the United States Fuel Administrator Establishing Maximum Prices for Gas Coke," and all orders of said Administrator made prior to July 31, 1918, establishing prices of gas coke are hereby vacated and set aside as of the effective date of this order, but nothing in this order shall be held to annul or in any way affect the maximum prices established for gas coke produced at Evansville, Indiana, by order of said Administrator dated November 2, 1918, or the maximum prices established for gas coke produced in gas retorts in the State of Colorado (except at Colorado Springs) by order of said Administrator dated September 28, 1918, but said orders last mentioned shall continue in full force and effect.

This order to be effective at 7 a. m., November 30, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 27, 1918, Effective 7 a. m., Jan. 1, 1919, Fixing Prices of Gas Coke.

WASHINGTON, D. C., December 27, 1918.

It appearing to the United States Fuel Administrator that the order of said Administrator dated November 25, 1918, relative to the prices of gas coke should be revised,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that gas coke may be sold at prices per ton of 2,000 pounds f. o. b. cars at the plant where the same is produced, not to exceed the following:

1. In those localities where anthracite coal is not obtainable by dealers, under the distribution plan of the United States Fuel Administration, and in those localities where anthracite coal is not in general use as a domestic fuel, the price per ton of 2,000 pounds of each grade of gas coke shall not exceed the base price for such grade as hereinafter in this paragraph specified, plus the lowest coke freight rate to the point where such plant is located, from any beehive coke operation. The base price for each grade shall be as follows:

Run of retorts.....	\$5. 50
Run of retorts screened above $\frac{3}{4}$ -inch size.....	6. 00
Prepared sizes above $\frac{3}{4}$ -inch size.....	6. 50
Prepared sizes below $\frac{3}{4}$ -inch size.....	4. 50

2. In localities where anthracite coal is obtainable:

(a) The price of each grade of gas coke hereinafter in this paragraph specified, when such coke is sold to dealers for distribution by them in less than carload lots, or for delivery direct to consumers for household purposes, shall not exceed the following:

Prepared sizes above $\frac{3}{4}$ -inch..... The same price as the lowest price in effect October 1, 1918, under the regulations of the United States Fuel Administrator, per ton of 2,000 pounds, for stove anthracite f. o. b. cars at the mines in that district which takes the lowest freight rate to the point where the coke is produced, plus the said freight rate.

- Run of retorts screened above $\frac{3}{4}$ -inch.... 25 cents less than the price of prepared sizes above $\frac{3}{4}$ -inch.
- Run of retorts not screened..... 75 cents less than the price of prepared sizes above $\frac{3}{4}$ -inch.

Provided, however, that in case of sales by the producer of such coke in less than car lots for delivery direct to consumers for household use, such producer may add to the prices above specified the retailer's margin fixed by the Local Fuel Administration for retail sales of coke in the district where such coke is produced.

(b) The prices of gas coke sold for purposes other than those specified under (a) shall not exceed those specified in paragraph 1 hereof.

3. The price of breeze shall not exceed one-half the price established by paragraph 1 hereof for run of retort coke unscreened made in the gas retorts where such breeze is produced.

The term "breeze" shall be construed to include:

(a) All small coke that is left after loading coke into cars by means of forks if shipped without further screening or sizing.

(b) Any portion of this coke that is left after removing prepared sizes.

(c) Any undersized coke that is left after removing the metallurgical coke, the foundry coke, or the prepared sizes by screening.

4. The maximum prices hereby established shall apply to sales of car lots to consumers or to dealers for wagon delivery. Any commissions to selling agents, or margins allowed to jobbers shall be paid by the vendor and shall not be added to such prices.

5. In cases where wagon deliveries of coke are made by the producer thereof, such reasonable charge for handling and delivery may be added to the prices hereby established as shall be approved by the Federal Fuel Administrator for the State in which such coke is produced, provided that no such charge shall be added by any producer to the price of any coke where a retailer's margin is added to such price as provided in paragraph 2 hereof.

6. In any district where a maximum price established by this regulation shall appear to the Federal Fuel Administrator for the State in which such district is located to be unreasonable on account of local conditions, he shall so report to the United States Fuel Administrator, who will thereupon cause an investigation to be made of such local conditions, and take such action as to the maximum prices of gas coke in such district as shall seem to him reasonable.

7. The order of the United States Fuel Administrator dated November 25, 1918, relative to prices of gas coke, and all orders of said Administrator made prior to November 25, 1918, establishing prices of gas coke, are hereby vacated and set aside as of the effective date of this order, but nothing in this order shall be held to annul or in any way affect the maximum prices established for gas coke produced at Evansville, Indiana, by order of said Administrator dated November 2, 1918, or the maximum prices established for gas coke produced in gas retorts in the State of Colorado by order of said Administrator dated November 25, 1918, but said orders last mentioned shall continue in full force and effect.

This order to be effective at 7 a. m., January 1, 1919.

H. A. GARFIELD,
United States Fuel Administrator.

By CYRUS GARNSEY, Jr.,
Assistant United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 27, 1918, Effective Jan. 1, 1919, Fixing Prices of By-product Coke when Sold to Dealers for Distribution in less than Carload Lots, or for Delivery Direct to Consumers for Household Purposes.

WASHINGTON, D. C., December 27, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that in localities where anthracite coal is obtainable, the prices of by-product coke, when sold to dealers for distribution by them in less than carload lots, or for delivery direct to consumers for household purposes, shall not exceed the maximum prices established for the corresponding sizes and grades of gas coke sold to dealers for distribution in less than carload lots and to consumers for household purposes, as established by the order of said Administrator relative to the prices of gas coke, of even date herewith.

This order shall be effective January 1, 1919.

H. A. GARFIELD,
United States Fuel Administrator,
CYRUS GARNSEY, Jr.,
Assistant United States Fuel Administrator.

Section 2. Miscellaneous Orders Relating to the Production and Distribution of Coke.

Order of the United States Fuel Administrator of Dec. 27, 1917, Directing that Deliveries of Coke Made after Dec. 31, 1917, Under Contracts Entered into on or after Sept. 24, 1917 (the Date of the Executive Order of the President Approving the Price of Coke as Determined by the War Industries Board), Shall be made at a Price Not in Excess of the Maximum Prices Established by the United States Fuel Administrator.¹

WASHINGTON, D. C., Dec. 27, 1917.

The United States Fuel Administrator, acting under authority of an Executive order of the President of the United States, dated 23 August, 1917, appointing said administrator, and in furtherance of the purpose of said order and of the act of Congress referred to and approved August 10, 1917,

Hereby orders and directs, That no producer or vendor of coke shall ask, demand, or receive a higher price than the maximum price established by order of the Fuel Administrator for any coke delivered after December 31, 1917, on contracts or sales made on or after September 24, 1917.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of May 7, 1918, Effective May 15, 1918, Regulating the Distribution and Apportionment of Coke Produced in New England and in Maryland, New Jersey, New York, Pennsylvania and West Virginia.

WASHINGTON, D. C., May 7, 1918.

It appearing to the United States Fuel Administrator that it is essential to the national security and defense, the successful prosecution of the war, and the support and maintenance of the army and navy, that the greatest possible supply of coke should be produced in the United States; that such production, even though all other conditions necessary therefor are present and capable of employment, is, because of the location of the ovens and the nature of the commodity, limited in

¹ For other orders relating to contracts for the sale of coke, see Chapter II, Title V.

part by the capacity of existing transportation facilities for the movement of the coke from points of production to points of delivery and consumption; that the amount of production, notwithstanding a continuance of the other present favorable conditions therefor, can be immediately increased by means of the greater utilization of coke cars, locomotives and other railroad facilities; and that among such means are the elimination of unnecessarily long hauls and of avoidable cross hauls of loaded and empty coke cars, and the provision of the necessary supply of such coke for each consuming section of the country from the coke ovens nearest thereto, or most readily accessible thereto, either in actual distance or in the freedom from congestion and delays in rail movements between such coke ovens and such section; and that apportionment of the coke will facilitate the movement of coke, tend to prevent either locally or generally scarcity thereof, and is necessary for the production of a sufficient quantity of coke to aid in the successful prosecution of the war,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said order and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order of the United States Fuel Administrator, and subject to revocation or modification by him from time to time and at any time hereafter:

(1) Producers (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of the oven) of coke in any of the New England States, viz: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont, shall not, except as hereinafter provided, sell, ship and distribute such coke to dealers and consumers for use and consumption within that section of the United States described as all points (except Albany, Cohoes, Green Island and Troy, N. Y.) west of the east bank of the Hudson River south of Troy, N. Y., and west of the line of the Delaware and Hudson Company from Troy, N. Y., to Rouses Point, N. Y., including branches when forwarded for all-rail transportation and delivery; and

(2) Producers (which term shall include every person, firm, corporation or association operating as owner, lessee or purchaser of the entire output of the oven) of coke in any of the States of Maryland, New Jersey, New York, Pennsylvania and West Virginia, shall not, except as hereinafter provided, sell, ship and distribute such coke to dealers and consumers for use and consumption within that section of the United States described as the New England States, viz.: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont, when forwarded for all-rail transportation and delivery:

Provided, however, that this order shall not apply on petroleum coke and that section "(2)" hereof shall not apply on crushed coke for domestic use.

Wherever any boundary described in this order follows a line of railway, the consuming zone shall include all places usually taking deliveries of coke from points on the portion of the line of railway included in such boundary or within switching limits of other railway lines connecting therewith.

This order shall be effective on and after May 15, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Nov. 25, 1918, Vacating, as of Dec. 1, 1918, the Order of May 7, 1918, Restricting the Distribution of Coke produced in New England and in Maryland, New Jersey, New York, Pennsylvania, and West Virginia

WASHINGTON, D. C., November 25, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the order of said Administrator, dated May 7, 1918, entitled "Order Regulating the Production, Sale, Shipment, Distribution, and Apportionment of Coke and the Method of such Production, Sale, Shipment, Distribution, and Apportionment by all Producers of Coke Operating in the New England States and the States of Maryland, New Jersey, New York, Pennsylvania, and West Virginia," be, and the same hereby is, vacated and set aside as of the first day of December, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of June 12, 1918, Requiring Manufacturers, Jobbers, Dealers and Distributors of Coke to Make Report in regard to, and File Copies of all Contracts for the Sale of Coke in Force Dec. 29, 1917.

WASHINGTON, D. C., June 12, 1918.

It appearing to the United States Fuel Administrator that in order to more efficiently distribute coke to manufacturers and industries necessary for the successful prosecution of the war that all manufacturers, jobbers, dealers, and distributors of coke be required to make a report of all contracts covering the sale of coke and to file with the United States Fuel Administration copies of all written contracts and affidavits concerning all oral contracts pertaining to the sale of coke, to be delivered on or after December 29, 1917, and claimed to be bona fide in character and enforceable at law and existing prior to the 29th day of December, 1917,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that all manufacturers, jobbers, dealers, and distributors of coke be and they are hereby required to file with the Contract Section of the Legal Division of the United States Fuel Administration, Washington, D. C., within ten days after the receipt of a copy of this order the following, viz:

1. Exact copies of any and all documents relating to the sale of coke, which it is claimed constitute bona fide contracts enforceable at law and existing prior to December 29, 1917, for the delivery of coke on or after said date.

2. Affidavits by both the seller and purchaser or by some person or persons having authority to act for such seller and purchaser, respectively, setting forth therein all the terms and provisions of any alleged oral contracts claimed to be bona fide in character and enforceable at law and in existence prior to December 29, 1917, for the delivery of coke on or after said date.

3. A report in writing of all contracts existing prior to December 29, 1917, both written and oral, and claimed to be bona fide in character and enforceable at law, pertaining to the sale of coke to be delivered on or after said date, setting forth therein:

- a. The names and addresses of the seller and purchaser under each contract.
- b. Dates of execution or making and expiration of each contract.

- c. Price at which coke sold pursuant thereto was billed by the seller on December 29, 1917, or the nearest date thereto.
- d. The quantity of coke covered by each contract.
- e. The quantity of coke delivered on each contract up to December 29, 1917.
- f. Statement as to whether the purchaser of such coke is the consumer thereof or a dealer therein.

And it is further ordered that all such manufacturers, jobbers, dealers, and distributors of coke furnish to the United States Fuel Administration such other data and information as may be required concerning such alleged contracts from time to time.

Dated this 12th day of June, A. D. 1918.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 26, 1918, Effective 7 a. m., July 29, 1918, Defining the Terms "72-Hour Selected Foundry Coke" and "Selected Foundry Coke" and Establishing Regulations in regard to the Use of such Coke in Blast Furnaces.

WASHINGTON, D. C., July 26, 1918.

It appearing to the United States Fuel Administrator that under certain conditions it is necessary to have a hard burned selected coke for smelting certain metals in blast furnaces and that provision should be made to meet these conditions,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other order, and subject to modification hereafter from time to time and at any time, the following regulation additional to those already set forth shall be in effect beginning 7 a. m., July 29, 1918:

The expressions "72-hour selected foundry coke" and "Selected foundry coke" when used in Regulations or Orders fixing the prices of beehive or by-product coke, shall include only coke selected in accordance with the usual trade practice for foundry use, and the prices heretofore or hereafter allowed for such coke shall in no cases be charged for any coke shipped after the effective date of this regulation to blast furnaces for smelting iron or other metals unless a special permit has been obtained from the Director of the Coke Bureau of the United States Fuel Administration before the shipment of such coke. Applications for such permits must be in writing signed by both the consumer and the producer, and must show the necessity for the use of such selected foundry coke for smelting purposes in a blast furnace.

H. A. GARFIELD,

United States Fuel Administrator.

Order of the United States Fuel Administrator of July 31, 1918, Effective 7 a. m., Aug. 1, 1918, Requiring Weekly Reports of Shipments of Coke to Domestic Consumers or for Retail Distribution.

WASHINGTON, D. C., July 31, 1918.

It appearing to the United States Fuel Administrator that the quantity of coke available for distribution for use as household fuel has been greatly reduced by its increased consumption in industries engaged in war work, and that the distribution of such coke should be controlled in harmony with the distribution of other fuels for household use,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other Order of the United States Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations shall be in effect beginning 7 a. m., August 1, 1918:

All shippers of coke in carload lots for household use or for general distribution by retail dealers shall, not later than Monday of each week, mail reports of all such shipments during the preceding week, and estimates of probable shipments during the coming week to the Federal Fuel Administrator of each state to which such shipments have been made or are expected to be made, giving the name and address of each consignee with the size and grade of coke, the number of cars and weights thereof shipped or to be shipped to such consignee, and shall mail duplicates of such reports to the Bureau of Coke, United States Fuel Administration, Washington, D. C.

H. A. GARFIELD,

United States Fuel Administrator.

Letter from the Director of State Distribution to State Fuel Administrators, dated Aug. 1, 1918, Relative to the Distribution Program for Coke.

WASHINGTON, D. C., August 1, 1918.

To All State Fuel Administrators:

There are three general classifications of coke:

- (a) Beehive oven coke, made in beehive ovens.
- (b) By-product coke, made in by-product coke ovens.
- (c) Gas-house coke, or gas coke, made in coal-gas retorts, found principally in public utilities gas plants.

All three classes of coke will be distributed under the general direction of the Coke Bureau at Washington, in accordance with the following plan:

(1) The requirements of war industries and water gas manufacturing plants will be supervised by the Coke Bureau at Washington or the District Coke Representatives, and State Fuel Administrators will have no responsibility in connection with supplying coke to such plants. In the allocation of such orders to gas works that manufacture gas coke, the Coke Bureau and District Coke Representatives will confine same to such gas works as are equipped to load railroad cars and have been accustomed to make rail shipments in the past. It is the policy of the Coke Bureau to confine the use of industrial coke to those preferred industries which require coke for uses that cannot be served by other obtainable fuels. This policy will reduce to a minimum the railroad transportation of gas coke and should result in such coke being generally consumed in the vicinity where produced.

(2) The distribution of gas coke, after the above industrial requirements have been taken care of, shall be under the control of the State Fuel Administrators and their County and Local Administrators.

(3) The distribution of beehive and by-product coke to industries and the allotment thereof to states for domestic and other uses will be controlled by the Coke Bureau. Any coke available for domestic use from by-product plants will be distributed pro rata to those dealers who have handled their product prior to the war.

(4) All shippers of coke for domestic use have been instructed to send a weekly report (if possible not later than Monday for the preceding week) to the State Fuel Administrator in the State to which shipments are made. To this report will be added an estimate of the probable shipments during the following week, with the names and locations of the dealers to whom the shipments are expected to be made.

(5) All requests for coke shipments to war industries in carload lots should be referred to the Coke Bureau at Washington.

Yours very truly,

UNITED STATES FUEL ADMINISTRATION,
By A. M. OGLE,
Director, State Distribution.

Order of the United States Fuel Administrator of Sept. 4, 1918, Effective 7 a. m., Sept. 16, 1918, Prohibiting the Reclaiming of Coke from old Breeze Dumps.

WASHINGTON, D. C., September 4, 1918.

It appearing to the United States Fuel Administrator that there is a shortage of labor in the beehive coke districts, and that the labor employed in reclaiming old breeze dumps at beehive coke plants can be more effectively employed in the production of coke needed in the war industries and that the elimination of this work will appreciably relieve the overburdened railroad transportation facilities,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Fuel Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that from and after 7 a. m. September 16, 1918, and until further or other order in the premises the reclaiming of coke from old breeze dumps at beehive ovens shall be discontinued.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Sept. 13, 1918, Amending the Order of Sept. 4, 1918, Prohibiting the Reclaiming of Coke from Breeze Dumps, by Authorizing the Coke Bureau of the United States Fuel Administration to Issue Permits therefor under certain Conditions.

WASHINGTON, D. C., September 13, 1918.

It appearing to the United States Fuel Administrator that the order of said Administrator dated September 4, 1918, prohibiting the reclaiming of coke from breeze dumps at beehive ovens should be so modified as to allow such reclaiming operations when the same can be conducted without diverting labor from the production of coke in ovens or placing an undue burden on transportation facilities,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that when it shall be made to appear to the Coke Bureau of the United States Fuel Administration that it is practicable to reclaim coke from breeze piles at any beehive ovens without diverting labor from the production of coke in ovens, and that the shipment of coke so reclaimed will not unduly burden transportation facilities, said Coke Bureau may issue a permit to the operator of such ovens authorizing such reclaiming operation.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Dec. 6, 1918, Effective Dec. 7, 1918, Vacating the Orders of Sept. 4, 1918, and Sept. 13, 1918, Relative to the Reclaiming of Coke from Breeze Dumps.

WASHINGTON, D. C., December 6, 1918.

It appearing to the United States Fuel Administrator that there is no longer occasion for the restriction heretofore imposed by order of said Administrator on the reclamation of coke from breeze dumps, the United States Fuel Administrator acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the orders of said Administrator dated respectively September 4, 1918, and September 13, 1918, relating to the reclaiming of coke from breeze piles, and the order of said Administrator dated September 28, 1918, relating to the price of coke reclaimed under the provisions of the said order dated September 13, 1918, be, and the same hereby are, vacated and set aside as of the effective date of this order.

* * * * *

This order to become effective December 7, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

TITLE II.

CHARCOAL.

Order of the United States Fuel Administrator of July 8, 1918, Effective 7 a. m., July 9, 1918, Fixing Prices of Lump and Screened Charcoal in Carload Lots.

WASHINGTON, D. C., July 8, 1918.

It appearing to the United States Fuel Administrator that various regulations should be put in force for the better control of the distribution of charcoal and the prices at which same should be sold,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that until further or other Orders of said Fuel Administrator, and subject to modification by him at any time and from time to time hereafter, the following regulations shall be in effect beginning at 7 a. m., July 9, 1918:

(1) The price of charcoal shall be understood as the price per bushel, 20 lbs. to constitute a bushel, f. o. b. cars at the point from which the charcoal is shipped.

(2) All the maximum prices mentioned herein shall apply to car lots sold to consumers or to dealers for wagon delivery; any commission paid to selling agencies or margins allowed to jobbers, shall be paid by the vendors, and shall not be added to the prices established hereby.

(3) The maximum prices of charcoal shall be:

Lump in bulk.....	20c per bushel.
Lump in bags.....	22c " "
Screenings in bags.....	20c " "

(4) In all cases where wagon deliveries are made by the producer to the purchaser, a reasonable charge for such handling and delivery may be made in addition to the maximum prices stated above, subject to the approval of the Federal Fuel Administrator for the State in which such delivery is made.

(5) If Charcoal is shipped in bags the actual cost of such bags may be added to the above prices. The purchaser may return all bags that are suitable for refilling to the point of shipment within sixty days after date of shipment, in which case the price charged for such bags shall be refunded.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of Aug. 13, 1918, Permitting the Completion at the Contract Price, of Contracts for the Sale of Charcoal Entered into Prior to July 8, 1918.

WASHINGTON, D. C., August 13, 1918.

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that contracts relating to charcoal made before the order of said Administrator, dated July 8, 1918, fixing maximum prices for lump and screened charcoal in car-load lots, shall not, in the absence of further express order or regulation by said Administrator, be affected by said order, provided such contracts are bona fide in character and enforceable at law, nor shall said order be construed to impair the right of any shipper to charge and collect the contract price for any shipment of charcoal heretofore or hereafter made under any such contract.

H. A. GARFIELD,

United States Fuel Administrator,

By CYRUS GARNSEY, Jr.,

Ass't United States Fuel Administrator.

TITLE III.

FUEL WOOD.

Order of the United States Fuel Administrator of Oct. 29, 1918, Authorizing State Fuel Administrators to Establish Regulations as to the Length of Rail Shipments of Fuel Wood Cut within the State.

WASHINGTON, D. C., October 29, 1918.

It appearing to the United States Fuel Administrator that in order to assure an adequate supply and equitable distribution of fuel, and facilitate the movement and prevent locally and generally scarcity thereof, Federal Fuel Administrators for the several states should be authorized to control and regulate the transportation and distribution of fuel wood,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said Orders, and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs, that the Federal Fuel Administrator for any state be and he hereby is authorized to make and establish such reasonable regulations as to the length of rail shipments of fuel wood cut within such state, and as to the conditions under which such shipments may be made as he shall deem necessary or advisable.

H. A. GARFIELD,

United States Fuel Administrator.

CHAPTER VII.

ORDERS AND REGULATIONS RELATING TO PETROLEUM AND ITS PRODUCTS AND NATURAL GAS.¹

TITLE I.

ORDERS AND REGULATIONS RELATING TO THE LICENSING OF IMPORTERS, MANUFACTURERS, AND DISTRIBUTORS OF PETROLEUM AND ITS PRODUCTS AND NATURAL GAS.

Proclamation of the President of the United States of Jan. 31, 1918, Requiring the Licensing of Distributors of Fuel Oil, Issued as Part 1 of Publication No. 18 of the United States Fuel Administration.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

WHEREAS, Under and by virtue of an act of Congress entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," approved by the President on the 10th day of August, 1917, it is provided among other things as follows:

"That, by reason of the existence of a state of war, it is essential to the national security and defense, for the successful prosecution of the war, and for the support and maintenance of the Army and Navy, to assure an adequate supply and equitable distribution, and to facilitate the movement of foods, feeds, fuel, including fuel oil and natural gas, and fertilizer and fertilizer ingredients, tools, utensils, implements, machinery, and equipment required for the actual production of foods, feeds, and fuel, hereafter in this act called necessities; to prevent, locally or generally, scarcity, monopolization, hoarding, injurious speculation, manipulations, and private controls, affecting such supply, distribution, and movement; and to establish and maintain governmental control of such necessities during the war. For such purposes the instrumentalities, means, methods, powers, authorities, duties, obligations, and prohibitions hereinafter set forth are created, established, conferred, and prescribed. The President is authorized to make such regulations and to issue such orders as are essential effectively to carry out the provisions of this act."

AND WHEREAS it is further provided in said act as follows:

"That, from time to time, whenever the President shall find it essential to license the importation, manufacture, storage, mining, or distribution of any necessities, in order to carry into effect any of the purposes of this act, and shall publicly so announce, no person shall, after a date fixed in the announcement, engage in or carry on any such business specified in the announcement of importation, manufacture, storage, mining, or distribution of any necessities as set forth in such announcement, unless he shall secure and hold a license issued pursuant to this section. The President is authorized to issue such licenses and to prescribe regulations for the issuance of licenses and requirements for systems of accounts and auditing of accounts to be kept by licensees, submission of reports by them, with or without oath or affirmation, and the entry and

¹Chapter VII includes all formal orders dealing with petroleum and its products and natural gas. The number is relatively small, the regulation of the production and distribution of oil and gas having been accomplished in large measure by voluntary cooperation between the Fuel Administration and the industry.

inspection by the President's duly authorized agents of the places of business of licensees."

AND, WHEREAS, It is not possible to move promptly our abundant supplies of fuel oil by reason of the traffic congestion on our railways and the transfer to trans-Atlantic service of a large number of tank steamers ordinarily engaged in coastwise trade, and it therefore seems desirable that a plan of control be made effective in case the distributing companies are unable to transport as required fuel oil to all consumers now being served,

AND, WHEREAS, It is essential, in order to carry into effect the provisions of the said act, that the powers conferred upon the President by said act be at this time exercised, to the extent hereinafter set forth,

NOW, THEREFORE, I, Woodrow Wilson, President of the United States of America, by virtue of the powers conferred upon me by said act of Congress, hereby find and determine and by this proclamation do announce that it is essential, in order to carry into effect the purposes of said act, to license the importation, manufacture, storage, and distribution of fuel oil to the extent hereinafter specified.

All persons, firms, corporations, and associations engaged in the business of both manufacturing and distributing fuel oil (including gas oil), whose gross sales of fuel oil (including gas oil) amount to more than one hundred thousand (100,000) barrels per annum, are hereby required to secure on or before February 11, 1918, a license, which license will be issued under such rules and regulations governing the conduct of the business as may be prescribed. Application for license must be made to the United States Fuel Administration, Washington, D. C., License Division.

Any person, firm, corporation, or association other than those hereinbefore excepted who shall engage in or carry on any business hereinbefore specified on and after February 11, 1918, without first securing such license, will be liable to the penalty prescribed by said act of Congress.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia, this 31st day of January, in the year of our Lord One thousand nine hundred and eighteen, and of the independence of the United States of America the One hundred and forty-second.

By the President:

WOODROW WILSON.

ROBERT LANSING, *Secretary of State*.

*Order of the United States Fuel Administrator of Jan. 31, 1918, Approved by the President of the United States, Establishing Rules and Regulations Governing Licensees Engaged in the Distribution of Fuel Oil.*¹

These rules and regulations are promulgated by the President for the purpose of assuring an adequate supply and equitable distribution of fuel oil, for purposes vitally

¹ The following five rulings construing the regulations of February 4, 1918, were issued over the signature of the United States Fuel Administrator, Nos. 1 to 4 on February 27, 1918, and No. 5 on March 12, 1918:

1. Plants engaged exclusively in manufacturing machinery for plowing, planting, fertilizing, tilling and harvesting crops (including wheels therefor), binder twine, farm wagons and tractors for farm use; and plants engaged exclusively in the manufacture of fertilizers, including phosphate plants, are hereby classified in Class 9.

2. It appearing that the Sparrows Point plant of the Bethlehem Steel Company is supplying gas to the City of Baltimore, and it further appearing that the City of Baltimore cannot secure sufficient gas from any other source to meet its requirements, a ruling is hereby made that the Sparrows Point plant of the Bethlehem Steel Company is placed in Class 5 as a public utility for the purpose of permitting said Sparrows Point plant to supply Baltimore with gas.

3. The Panama Canal is hereby classified in Class 1 as to requirements for fuel oil.

4. It appearing that Fullers Earth is necessary in refining oil, the ruling is hereby made that corporations or individuals exclusively engaged in the production of Fullers Earth for use in connection with oil refining processes necessary to the conduct of the industry are placed in Class 1 as necessary to the operation of railroads.

5. Bunker fuel comprises fuel for all power-driven vessels other than those operated for pleasure purposes.

essential to the national security and defense and to the successful prosecution of the war.

The shortage in the amount of fuel oil which can be delivered, because of transportation conditions, is such that it is clearly a wasteful and unreasonable practice to deliver such fuel oil for uses which are not intimately and directly connected with the prosecution of the war.

RULE 1. The licensee engaged in the distribution of fuel oil, in that part of the United States east of the Rocky Mountains, shall not, without the consent of the United States Fuel Administrator, make any deliveries of fuel oil to any customer of any one of the classes mentioned below, until he shall have delivered to customers of every class designated by a lower number, with whom he may have a contract, all fuel oil for which deliveries shall be then due upon such contract. Differentials as between members of the same class may be made only with the consent and under the direction of the United States Fuel Administrator.

This rule shall apply to all deliveries regardless of the dates of the contracts therefor and whether heretofore or hereafter made.

Provided that this rule shall not prevent the delivery of fuel oil by any licensee to any jobber or distributor if it is to be used for a purpose for which the licensee could deliver such oil direct.

The classes referred to and the order of their preference are as follows:

1. Railroads and bunker fuel.
2. Export deliveries or shipments for the United States Army or Navy.
3. Export shipments for the navies and other war purposes of the allies.
4. Hospitals where oil is now being used as fuel.
5. Public utilities and domestic consumers now using fuel oil (including gas oil).
6. Shipyards engaged in Government work.
7. Navy yards.
8. Arsenals.
9. Plants engaged in manufacture, production, and storage of food products.
10. Army and Navy cantonments where oil is now being used as fuel.
11. Industrial consumers engaged in the manufacture of munitions and other articles under Government orders.
12. All other classes.

H. A. GARFIELD,
United States Fuel Administrator.

Approved:

WOODROW WILSON,
WASHINGTON, D. C., January 31st, 1918.

Order of the United States Fuel Administrator of Mar. 19, 1918, Establishing Revised Rules and Regulations Governing Licensees Engaged in the Distribution of Fuel Oil.

These rules and regulations are promulgated by the President, acting through the United States Fuel Administrator, for the purpose of assuring an adequate supply and equitable distribution of fuel oil for purposes vitally essential to the national security and defense and to the successful prosecution of the war.

The shortage in the amount of fuel oil which can be delivered, because of transportation conditions, is such that it is clearly a wasteful and unreasonable practice to deliver such fuel oil for uses which are not intimately and directly connected with the prosecution of the war.

RULE 1. No licensee engaged in the distribution of fuel oil in that part of the United States east of the Rocky Mountains shall, without the consent of the United States Fuel Administrator, make any deliveries of fuel oil to any customer or consumer of any one of the classes mentioned below, whether the licensee is under any contract

to make delivery to such customer or consumer or not, until such licensee shall have delivered to the customers or consumers of every class designated by a lower number with whom such licensee may have contracts or to whom such licensee shall have been directed to deliver by order of the United States Fuel Administrator, all fuel oil to be delivered upon such last-mentioned contracts or such orders of the United States Fuel Administrator. Preferential deliveries as between members of the same class may be made only with the consent and under the direction of the United States Fuel Administrator. This rule shall apply to all deliveries of fuel oil, regardless of any contracts therefor or hereafter made: *Provided*, That this rule shall not prevent the delivery of fuel oil by any licensee to any jobber or distributor if such fuel oil is to be used for a purpose for which the licensee could deliver such oil direct, nor in any case where the jobber or distributor shall have been licensed or designated by the United States Fuel Oil Administrator.

The classes referred to and the order of their preference are as follows:

1. Railroads, bunker fuel; and oil refineries using or making fuel oil.
2. Export deliveries or shipments for the United States Army or Navy.
3. Export shipments for the navies and other war purposes of the allies.
4. Hospitals where oil is now being used as fuel.
5. Public utilities and domestic consumers now using fuel oil (including gas oil).
6. Shipyards engaged in Government work.
7. Navy yards.
8. Arsenals.
9. Plants engaged in manufacture, production, and storage of food products.
10. Army and Navy contonments where oil is now being used as fuel.
11. Industrial consumers engaged in the manufacture of munitions and other articles under Government orders.
12. All other classes.

RULE 2. Licensees shall promptly comply with all orders of the United States Fuel Administrator with respect to the delivery of fuel oil, the submission of reports, and other matters proper and necessary to carry into effect the President's proclamation of January 31, 1918.

RULE 3. Neither these rules and regulations nor the orders of the United States Fuel Administrator shall relieve any licensee from his obligation to deliver fuel oil which he has contracted to deliver as soon as the prevention resulting from such rules, regulations, or orders shall have ceased to operate and the fuel oil shall be available for delivery under such contracts.

These rules and regulations shall apply to all licensees heretofore or hereafter licensed under the proclamation of the President dated January 31, 1918, and shall supersede the rules and regulations issued with the approval of the President on that day.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., *March 19, 1918.*

Proclamation of the President of the United States of Sept. 16, 1918, Requiring the Licensing of Importers, Producers, Manufacturers, Distributors, and Transporters of Crude Oil, Fuel Oil, Gas Oil, Kerosene, Gasoline, and Natural Gas, Issued as Part 1, of Publication No. 28, of the United States Fuel Administration.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A. PROCLAMATION.

Whereas, under and by virtue of an act of Congress entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel,"

approved by the President on the 10th day of August, 1917, it is provided, among other things, as follows:

"That by reason of the existence of a state of war, it is essential to the national security and defense, for the successful prosecution of the war, and for the support and maintenance of the Army and Navy, to assure an adequate supply and equitable distribution, and to facilitate the movement of foods, feeds, fuel, including fuel oil, and natural gas, and fertilizer and fertilizer ingredients, tools, utensils, implements, machinery, and equipment required for the actual production of foods, feeds, and fuel, hereafter in this act called necessities; to prevent, locally, or generally, scarcity, monopolization, hoarding, injurious speculation, manipulations, and private control affecting such supply, distributions, and movement; and to establish and maintain governmental control of such necessities during the war. For such purposes the instrumentalities, means, methods, powers, authorities, duties, obligations, and prohibitions hereinafter set forth are created, established, conferred, and prescribed. The President is authorized to make such regulations and to issue such orders as are essential effectively to carry out the provisions of this act."

And, whereas, it is further provided in said act as follows:

"That, from time to time, whenever the President shall find it essential to license the importation, manufacture, storage, mining, or distribution of any necessities, in order to carry into effect any of the purposes of this act, and shall publicly so announce no person shall, after a date fixed in the announcement, engage in, or carry on any such business specified in the announcement of importation, manufacture, storage, mining, or distribution of any necessities as set forth in such announcement, unless he shall secure and hold a license issued pursuant to this section. The President is authorized to issue such licenses and to prescribe regulations for the issuance of licenses and requirements for systems of accounts and auditing of accounts to be kept by licensees, submission of reports by them, with or without oath or affirmation, and the entry and inspection by the President's duly authorized agents of the places of business of licensees."

And whereas it is further provided in said act as follows:

"That in carrying out the purposes of this act the President is authorized to enter into any voluntary arrangements or agreements, to create and use any agency or agencies."

And whereas the President has heretofore designated and appointed Harry A. Garfield United States Fuel Administrator for the purpose of carrying into effect the provisions of said act, relating to fuel, and has directed that "said Fuel Administrator shall supervise, direct, and carry into effect the provisions of said act and the powers and authority therein given to the President so far as the same apply to fuel as set forth in said act, and to any and all practices, procedure, and regulations authorized under the provisions of said act applicable to fuel, including the issuance, regulation and revocation under the name of said United States Fuel Administrator of licenses under said act," and has authorized said Fuel Administrator to employ such assistants and subordinates as may from time to time be deemed by him necessary, said Fuel Administrator and such assistants and subordinates together constituting the governmental organization called the United States Fuel Administration;

And whereas it is essential in order to carry into effect the provisions of said act, and in order to secure an adequate supply and equitable distribution, and to facilitate the movement of certain necessities hereafter in this proclamation specified, that the license powers conferred upon the President by said act be at this time exercised to the extent hereinafter set forth;

Now, therefore, I, Woodrow Wilson, President of the United States of America, by virtue of the powers conferred on me by said act of Congress, hereby find and determine and by this proclamation do announce that it is essential in order to carry into

effect the purposes of said act to license the importation, manufacture, storage, and distribution of certain necessities to the extent hereinafter specified:

All persons, firms, corporations, and associations engaged in business as:

- (a) Importers of crude oil, fuel oil, gas oil, kerosene, or gasoline;
- (b) Manufacturers of fuel oil, gas oil, kerosene, or gasoline;
- (c) Distributors or marketers of crude oil, fuel oil, gas oil, kerosene, or gasoline;
- (d) Transporters of crude oil, fuel oil, gas oil, kerosene, or gasoline (except those specifically exempted by said act of Congress);
- (e) Producers of natural gas who also distribute and market their product;
- (f) Distributors or marketers of natural gas;
- (g) Transporters of natural gas (except those specifically exempted by said act of Congress);

excepting however, retailers of crude oil, fuel oil, gas oil, kerosene, gasoline, or natural gas whose gross sales of crude oil, fuel oil, gas oil, kerosene, gasoline, and natural gas do not exceed one hundred thousand dollars (\$100,000) per annum, are hereby required to secure on or before October 1, 1918, a license, which license will be issued under such rules and regulations governing the conduct of the business as may from time to time be prescribed by the President of the United States, or by the United States Fuel Administrator acting by virtue of the authority heretofore as aforesaid, or hereby, delegated to him by the President.

The United States Fuel Administrator shall supervise, direct, and carry into effect the provisions of said act and the powers and authority thereby given to the President, as the same applies to crude oil, fuel oil, gas oil, kerosene, gasoline, or natural gas, and to any and all practices, procedure, and regulations authorized or required under the provisions of said act, including issuance, regulation, and revocation, in the name of said Fuel Administrator, of licenses under said act, and in this behalf he shall also do and perform such other acts and things as may be authorized or required of him from time to time by direction of the President, and under such rules and regulations as may be prescribed by the President from time to time.

For all the purposes aforesaid the United States Fuel Administrator may make use of the said governmental organization called the United States Fuel Administration.

Application for licenses must be made to the United States Fuel Administration, Oil Division, Washington, D. C., upon forms approved by the Fuel Administrator for that purpose. The holders of existing licenses issued by the United States Fuel Administration are not required to secure a new license.

Any such person, firm, corporation, or association who, without a license, or whose license shall have been revoked, knowingly engages in or carries on any business for which a license is required under this proclamation, will be liable to the penalties prescribed by said act of Congress.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia, this 16th day of September, in the year of our Lord 1918, and of the independence of the United States of America the one hundred and forty-third.

[SEAL.]

WOODROW WILSON.

By the President:

ROBERT LANSING,
Secretary of State.

Order of the United States Fuel Administrator of Sept. 24, 1918; Establishing Rules and Regulations Governing Licensees Engaged in the Business of Importing, Manufacturing, Distributing and Transporting Crude Oil, Fuel Oil, Gas Oil, Kerosene, Gasoline, and Natural Gas.

RULE 1. No licensee engaged in the distribution of fuel oil or gas oil shall, without the consent of the United States Fuel Administrator, make any deliveries of fuel oil or gas oil to any customer or consumer of any one of the classes mentioned below, whether the licensee is under any contract to make delivery to such customer or consumer or not, until such licensee shall have delivered to the customers of every class designated by a lower number with whom such licensee may have contracts or to whom such licensee shall have been directed to deliver by order of the United States Fuel Administrator, all fuel oil or gas oil to be delivered upon such last-mentioned contracts or such orders of the United States Fuel Administrator; but nothing herein contained shall prevent delivery of oil available at one point because of inability due to failure of transportation facilities to make like delivery at another point. Preferential deliveries as between members of the same class may be made only with the consent and under the direction of the United States Fuel Administrator. This rule shall apply to all deliveries of fuel oil or gas oil, regardless of any contracts theretofore or hereafter made: *Provided*, That this rule shall not prevent the delivery of fuel oil or gas oil by any licensee to any jobber or distributor if such jobber or distributor shall have been licensed by the United States Fuel Administrator.

The classes referred to and the order of their preference in that part of the United States east of the Rocky Mountains are as follows:

1. Railroads; bunker fuel (excepting fuel for vessels operated for pleasure purposes); oil producers; refineries and pipe lines burning fuel oil; plants engaged exclusively in the production of fuller's earth for use in connection with oil-refining processes; Panama Canal.

2. Exports for the United States Army and Navy.

3. Exports for the navies and other war purposes of the allies.

4. Hospitals.

5. Public utilities, but only to the extent necessary to supply customers entitled to receive fuel oil or gas oil under the priority list; domestic consumers.

6. Shipyards engaged in Government work.

7. Navy yards.

8. Arsenals.

9. Plants engaged in the manufacture, production, and storage of food products, including ice; plants engaged exclusively in manufacturing implements used in agriculture, including binder twine; plants engaged exclusively in manufacturing fertilizers, including phosphate plants.

10. Army and Navy cantonments.

11. Industrial consumers engaged in the manufacture of munitions and other articles under Government orders, to the extent that fuel oil is needed in the manufacture of such orders.

12. All other classes.

The classes referred to and the order of their preference in that part of the United States west of the Rocky Mountains are as follows:

1. Railroads; bunker fuel (excepting fuel for vessels operated for pleasure purposes); oil producers; refineries and pipe lines burning fuel oil; public waterworks delivering water for other than agricultural purposes; lighthouses; fire departments; Panama Canal.

2. Exports for the United States Army and Navy.

3. Exports for the navies and other war purposes of the allies.
4. Hospitals.
5. Public utilities, light, heat, and power, but only to the extent necessary to supply customers entitled to receive fuel oil or gas oil under the priority list; domestic consumers.
6. Plants engaged in the manufacture, production, and storage of food products including ice; irrigation plants for agricultural purposes.
7. Plants engaged exclusively in manufacturing implements used in agriculture.
8. Shipyards engaged in Government work; logging industry.
9. Navy yards.
10. Arsenal; cantonments.
11. Industrial plants engaged in manufacturing munitions and other articles under Government orders, to the extent that fuel oil is needed in the manufacture of such orders; mines producing metals necessary for governmental use for war purposes.
12. Other classes.

The classification of consumers adopting the use of fuel oil or gas oil after the date of these rules and regulations shall be subject to special determination by the United States Fuel Administrator. In the absence of such determination they shall be entitled to delivery only after all other consumers have been supplied.

RULE 2. No licensee engaged in the distribution of natural gas shall, without the consent of the United States Fuel Administrator, make any deliveries of natural gas to any customer or consumer of any one of the classes mentioned below, whether the licensee is under any contract to make delivery to such customer or consumer or not, until such licensee shall have delivered to the customers or consumers of every class designated by a lower number with whom such licensee may have contracts or to whom such licensee shall have been directed to deliver by order of the United States Fuel Administrator, all natural gas to be delivered upon such last-mentioned contracts or such orders of the United States Fuel Administrator; but nothing herein contained shall prevent the delivery of natural gas at one point because of inability due to failure of transportation facilities to make like delivery at another point. Preferential deliveries as between members of the same class may be made only with the consent and under the direction of the United States Fuel Administrator. This rule shall apply to all deliveries of natural gas, regardless of any contracts theretofore or hereafter made. In applying this rule it is permissible in order to save loss to manufacturing plants to furnish a sufficient supply of natural gas to permit the banking of fires or for other temporary emergencies, regardless of the priority list.

This rule shall not prevent the wholesale delivery of natural gas by a producing company to a transporting or distributing company to the extent necessary to enable the final distributing company to make deliveries within the classes to which the producing company is able to make direct delivery under this rule. To this extent the terms of existing contracts between such companies shall not be affected by this rule unless otherwise ordered by the United States Fuel Administrator.

The classes referred to and the order of their preference are as follows:

Class 1.—This class includes domestic service, which is defined as including the reasonable use of natural gas where now used for heating, lighting, and cooking in private homes, boarding houses, apartment houses, hospitals, and other charitable institutions; and the use of natural gas where now used for lighting and cooking only in hotels, restaurants, bakeries, and eating places, and for heating in hotels where separate rooms are dependent upon natural gas for use in grates and stoves. This class also includes gas-engine power for the production and distribution of natural gas and petroleum and its products and in the operation of gas engines for the production of coal.

Class 2.—The use of natural gas in gas engines where other power can not be used, and for gas engines for generating electric current for street cars and domestic service, the heating and lighting of business offices and stores where other means for the production of heat and light can not reasonably be substituted. Where natural gas is being used in limited quantities for scientific, experimental, mechanical, or manufacturing purposes, where other means for producing light, heat, and power for such purposes can not be reasonably substituted, an amount essential to such use may be furnished.

Class 3.—The use of natural gas where now used for heating buildings not included in classes 1 and 2; also the lifting and refining of petroleum oil by steam or heat, and all other classes of gas engine power, including the generating of electric current for industrial purposes to plants engaged in manufacturing munitions and other essential war articles under Government orders to the extent that current is needed in the manufacture of such orders.

Class 4.—The use of natural gas for the production of food products, and industrial consumers engaged in manufacturing munitions and other essential war articles to the extent that said natural gas is needed in the manufacture of such essential war articles under Government orders, and for the generating of steam power for public utilities.

Class 5.—The use of natural gas for all other purposes.

The classification of consumers adopting the use of natural gas, or customers applying for natural gas, after the date of these rules and regulations shall be subject to special determination by the United States Fuel Administrator. In the absence of such determination, they shall be entitled to delivery only after all other consumers and customers have been supplied.

RULE 3. Neither these rules and regulations nor the orders of the United States Fuel Administrator shall relieve any licensee from his obligation to deliver fuel oil, gas oil, or natural gas which he has contracted to deliver, nor any purchaser of fuel oil, gas oil, or natural gas from his obligation to purchase fuel oil, gas oil, or natural gas which he has contracted to purchase, when such prevention resulting from such rules, regulations, or orders shall have ceased to operate, and the fuel oil, gas oil, or natural gas shall be available for delivery and purchase under such contracts.

RULE 4. It shall be the duty of each licensee to give to the United States Fuel Administration any information concerning the conditions and management of the business of the licensee. Such information shall be on blanks to be furnished by the United States Fuel Administration, or in such other form as may from time to time be required, and whenever required such information shall be furnished in writing under oath.

RULE 5. The licensee shall keep such records of his business as shall make practicable the verification of all reports rendered to the United States Fuel Administration and which shall contain the details of every transaction, including full particulars of all purchases and sales, contracts, and agreements. The authorized representative of the United States Fuel Administration shall be at full liberty, during ordinary business hours, to inspect any and all property stored or held in possession or under the control of the licensee, and all records of the licensee. All necessary facilities for such inspection shall be extended to such representative by the licensee, his agents, and servants.

RULE 6. The licensee shall not, in the conduct of his business, make any unjust, exorbitant, unreasonable, discriminatory, or unfair commission, profit, or storage charge. He shall keep the products sold by him moving to the consumer in as direct a line as practicable and without unreasonable delay. Resales within the same trade without reasonable justification, especially if tending to result in a higher market price to the retailer or consumer, will be dealt with as an unfair practice.

RULE 7. The licensee shall not buy, contract for, sell, store, or otherwise handle or deal in any product covered by his license for the purpose of unreasonably increasing

the price or restricting the supply of such product, or of monopolizing, or attempting to monopolize, either locally or generally, any such product.

RULE 8. The licensee shall not knowingly sell any product covered by his license to any person engaged in the business of selling such product who shall, after this regulation goes into effect, violate the provisions of the act of Congress approved August 10, 1917, by making any unreasonable rate or charge in selling or otherwise handling or dealing in such product, or by holding, contracting for, or arranging for a quantity thereof in excess of the reasonable requirements of his business for use or sale by him for a reasonable time, or who shall violate any rule, regulation, or order of the United States Fuel Administrator.

RULE 9. All contracts hereafter entered into by any licensee for the purchase, sale, or distribution of crude oil, fuel oil, gas oil, kerosene, gasoline, or natural gas shall contain a provision that the same shall be subject to cancellation or assignment, in whole or in part, at any time, upon the request or order of the United States Fuel Administrator.

RULE 10. The licensee shall promptly comply with all orders of the United States Fuel Administrator with respect to the delivery of any product covered by his license, the submission of reports, and other matters proper and necessary to carry into effect the President's proclamation of September 16, 1918.

These rules and regulations shall apply to all licensees heretofore licensed, or hereafter licensed under the proclamation of the President dated September 16, 1918, and shall supersede all rules and regulations heretofore issued.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C.,
September 24, 1918.

Order of the United States Fuel Administrator of Oct. 30, 1918, Establishing a Special Rule and Regulation Governing Licensees Engaged in the Business of Manufacturing Kerosene or Gasoline.

1. No licensee engaged in the business of manufacturing kerosene or gasoline shall, without the consent of the United States Fuel Administrator, make any deliveries of kerosene or gasoline to any customer or consumer, whether the licensee is under any contract to make delivery to such customer or consumer or not, if such licensee shall be in default in delivering kerosene or gasoline which such licensee may be from time to time directed by the United States Fuel Administrator to deliver for export from the United States Army or Navy or for the Allies.

H. A. GARFIELD,
United States Fuel Administrator.

WASHINGTON, D. C., *October 30, 1918.*

Order of the United States Fuel Administrator of Dec. 7, 1918, Vacating or Amending Rules 1 and 2, Dated Sept. 24, 1918, Governing Licensees Engaged in the Business of Importing, Manufacturing, Distributing, and Transporting Crude Oil, Fuel Oil, Gas Oil, Kerosene, Gasoline, and Natural Gas.

WASHINGTON, D. C., *December 7, 1918.*

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby orders and directs that the Rules and Regulations Governing Licensees Engaged in the Business of Importing, Manufacturing, Distributing, and Transport-

ing Crude Oil, Fuel Oil, Gas Oil, Kerosene, Gasoline, and Natural Gas, dated September 24, 1918, be, and the same hereby are, amended in the manner following:

Rule 1 is vacated and set aside.

Rule 2, is amended by striking out Classes 3, 4, and 5 and substituting in place thereof the following:

Class 3. The use of natural gas where now used for heating buildings not included in Classes 1 and 2; the use of natural gas for the lifting and refining of petroleum oil by steam or heat; and the use of natural gas for gas engine power not included in Classes 1 and 2.

Class 4. The use of natural gas for all other purposes. The provision of Rule 2 with respect to preferential deliveries as between members of the same class shall not apply with respect to Class 4.

H. A. GARFIELD,

United States Fuel Administrator.

TITLE II.

MISCELLANEOUS ORDERS RELATING TO PETROLEUM AND ITS PRODUCTS.

Order of the United States Fuel Administrator of Jan. 31, 1918, Effective Feb. 11, 1918, Amending by Excluding Petroleum and its Products from the Operation thereof, the Regulation of Jan. 17, 1918, Making Provision for a More Adequate Supply of Fuel for Railroads, etc.

It appearing to the United States Fuel Administrator that in view of the finding and determination by the President of the United States that it is essential to license the importation, manufacture, storage, and distribution of fuel oil, and of the President's announcement to that effect, the prohibition against the use of fuel set forth in the order of January 17, 1918, entitled "Regulation making provision for a more adequate supply of fuel for railroads, domestic consumers, public utilities, and other uses necessary to national security," should not apply to fuel oil (including gas oil) in any of its various forms.

The United States Fuel Administrator hereby orders and directs that, until further or other order of the said United States Fuel Administrator, the said regulation of January 17 restricting the burning of fuel or the use of power derived from fuel shall in no way, manner, or form apply to petroleum or its products on or after the effective date hereof.

Effective February 11, 1918.

H. A. GARFIELD,

United States Fuel Administrator.

WASHINGTON, D. C., January 31, 1918.

Order of the United States Fuel Administrator of Nov. 8, 1918, Effective Nov. 8, 1918, Establishing a Regulation to Restrict Consumption of Natural Gas Along Lines of Potter Gas Co., Crystal City Gas Co., Addison Gas & Power Co., and Elmira Water, Light & Railroad Co.

WASHINGTON, D. C., November 8, 1918.

It appearing to the United States Fuel Administrator that the supply of natural gas available to the Potter Gas Company, the Crystal City Gas Company, the Addison Gas and Power Company, and the Elmira Water, Light and Railroad Company, for distribution to consumers in McKean, Potter, and Tioga Counties, Pennsylvania, and in the State of New York, will be inadequate to meet the demands of all consumers and that, therefore, it is necessary to issue a regulation to insure an equitable distribution of the supply of natural gas to such consumers,

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective until further or other order, and subject to general or specific modification hereafter from time to time, and at any time:

REGULATION RESTRICTING CONSUMPTION OF NATURAL GAS ALONG THE LINES OF POTTER GAS COMPANY, CRYSTAL CITY GAS COMPANY, ADDISON GAS AND POWER COMPANY, AND ELMIRA WATER, LIGHT AND RAILROAD COMPANY.

(1) The term "consumer" in this regulation shall be construed to include any person, firm, association, or corporation who now is or may hereafter become a purchaser of natural gas or who is delivered natural gas by the Potter Gas Company in the Counties of McKean, Potter, and Tioga, State of Pennsylvania, or by the Potter Gas Company, the Crystal City Gas Company, the Addison Gas and Power Company, or the Elmira Water, Light and Railroad Company in the State of New York.

(2) The term "domestic service" in this regulation shall be construed to include the reasonable use of natural gas where now used for heating, lighting, and cooking in private homes, boarding houses, apartment houses, hospitals, and other charitable institutions; and the use of natural gas where now used for lighting and cooking only in hotels, restaurants, bakeries, and eating places, and for heating in hotels where separate rooms are dependent upon natural gas for use in grates and stoves.

(3) The use of natural gas by consumers along the lines of the Potter Gas Company in McKean, Potter, and Tioga Counties, Pennsylvania, for domestic service is hereby restricted to not exceeding twenty-four thousand (24,000) cubic feet per month to each consumer; provided, however, that, in exceptional cases where a substitute fuel is not obtainable and suffering would otherwise result, an additional supply of natural gas in excess of twenty-four thousand (24,000) cubic feet per month may be furnished such consumer for domestic service upon written permit therefor issued by the Federal Fuel Administrator for the State of Pennsylvania; and said Potter Gas Company is hereby prohibited from delivering to any consumer for domestic service natural gas in excess of twenty-four thousand (24,000) cubic feet per month except upon written permit therefor issued by the Federal Fuel Administrator for the State of Pennsylvania.

(4) The use of natural gas by consumers along the lines of the Potter Gas Company, the Crystal City Gas Company, the Addison Gas and Power Company, and the Elmira Water, Light and Railroad Company in the State of New York for domestic service is hereby restricted to not exceeding twelve thousand (12,000) cubic feet per month to each consumer; provided, however, that, in exceptional cases where a substitute fuel is not obtainable and suffering would otherwise result, an additional supply of natural gas in excess of twelve thousand (12,000) cubic feet per month may be furnished such consumer for domestic service upon written permit therefor issued by the Federal Fuel Administrator for the State of New York; and the said Potter Gas Company, the Crystal City Gas Company, the Addison Gas and Power Company, and the Elmira Water, Light and Railroad Company are hereby prohibited from delivering to any consumer for domestic service natural gas in excess of twelve thousand (12,000) cubic feet per month except upon written permit therefor issued by the Federal Fuel Administrator for the State of New York.

H. A. GARFIELD,
United States Fuel Administrator.

Order of the United States Fuel Administrator of November 8, 1918, Effective Nov. 15, 1918, Establishing a Regulation to Restrict Consumption of Natural Gas at Louisville, Kentucky.

WASHINGTON, D. C., November 8, 1918.

It appearing to the United States Fuel Administrator that the supply of natural gas at Louisville, Kentucky, supplied through the lines of the Kentucky Pipe Line Company and distributed by the Louisville Gas and Electric Company will be inadequate to meet the demands of all consumers in the city of Louisville, Kentucky, and of consumers being supplied by the Kentucky Pipe Line Company, and that, therefore, it is necessary to issue a regulation to insure an equitable distribution of the supply of natural gas to such consumers;

The United States Fuel Administrator, acting under authority of an Executive Order of the President of the United States, dated 23 August, 1917, appointing said Administrator, and of subsequent Executive Orders, and in furtherance of the purpose of said orders and of the Act of Congress therein referred to and approved August 10, 1917,

Hereby makes and establishes the following regulation, effective November 15, 1918, and until further or other order, and subject to general or specific modification hereafter from time to time, and at any time:

REGULATION RESTRICTING CONSUMPTION OF NATURAL GAS AT LOUISVILLE, KENTUCKY,
AND ALONG THE LINES OF THE KENTUCKY PIPE LINE COMPANY.

(1) The term "consumer," as used in this regulation, shall be construed to include any person, firm, association or corporation who now is or may hereafter become a purchaser of natural gas or who is delivered natural gas by the Louisville Gas and Electric Company or the Kentucky Pipe Line Company.

(2) The use of natural gas in the city of Louisville, Kentucky, and along the lines of the Kentucky Pipe Line Company for any purpose whatsoever is hereby restricted to not exceeding one thousand (1,000) cubic feet per day to each consumer; provided, however, that in exceptional cases, where a substitute fuel is not obtainable and suffering would otherwise result, and where natural gas is being used in limited quantities in excess of one thousand (1,000) cubic feet per day for industrial purposes and other fuel can not be reasonably substituted, an additional supply of natural gas in excess of one thousand (1,000) cubic feet per day may be furnished such consumer upon written permit therefor issued by the Federal Fuel Administrator for the State of Kentucky; and the said Louisville Gas and Electric Company and the said Kentucky Pipe Line Company are hereby prohibited from delivering to any consumer natural gas in excess of one thousand (1,000) cubic feet per day except upon written permit therefor issued by the Federal Fuel Administrator for the State of Kentucky; and provided further, that whenever the supply of natural gas is in excess of the quantity required to fill the demands therefor within the limit hereby imposed, the companies may make a pro rata delivery of such excess to their consumers.

H. A. GARFIELD,
United States Fuel Administrator.

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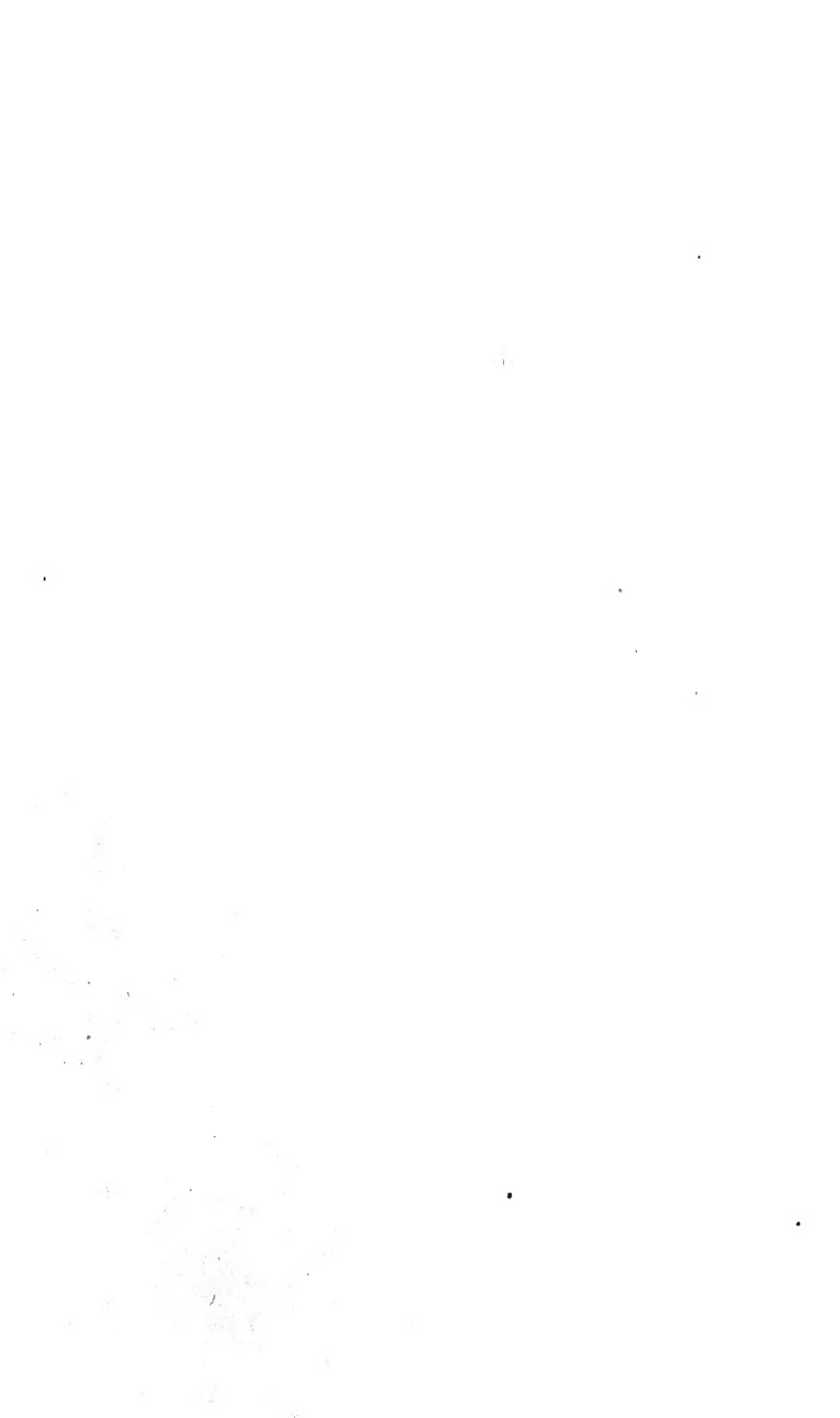
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